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Brandies

are known and asked for
all over the World
Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central,
458

The China Mail.

ESTABLISHED 1845.

D. C. L.
Old Tom Gil.
The most reliable G.
on this market.
Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central,
458

No. 12,925

號一廿月八年四零百九千一英

HONGKONG, WEDNESDAY, AUGUST 31, 1904.

日一廿月七年辰甲

PRICE, \$3.00 Per Month.

WHISKY.

V. O. B.

BLENDED

Charles Mackinlay & Co.,
LEITH.

\$12.00 per Case.

MACWEEN, FRICKEL & CO.,
3, DUDDELL STREET,
Hongkong, July 26, 1904. 2647

Intimations.

CHINESE SCHOOL AND
ORPHANAGE.

NOTICE. DUTIES will be RESUMED
on THURSDAY, 1st SEPTEMBER.
Hongkong, August 29, 1904. 1580

WANG HING & CO.,

DEALER IN
FURNITURE AND LACQUERED
WARE,
QUEEN'S ROAD CENTRAL,
Hongkong.
August 29, 1904. 1589

NOTICE.
J. W. HAMMOND, WILL NOT BE
RESPONSIBLE for any Debts con-
tracted by W. M. ANTO HAM
Hongkong, August 19, 1904. 1528

J. W. HAMMOND,
Kowloon (China).
August 19, 1904. 1528

WANTED
Gentleman to Share a Room with
another in Kowloon. Good Locality.
Furnished. Apply to—
"N."
Care of "CHINA MAIL" Office,
Hongkong, August 30, 1904. 1590

WANTED
SECOND-HAND ENGLISH
BILLIARD TABLE.
Apply to—
"A."
Care of "CHINA MAIL" Office,
Hongkong, August 30, 1904. 1590

WANTED
A Middle-aged Gentleman who has
Thorough Experience in connection
with Customs and Mercantile Business, as
well as Office Work, speaks Mandarin,
Ningpo, Hakka and Cantonese Dialects.
Good references, no objection to Out-
ports.
For further particulars, please apply to—
"T."
Care of "CHINA MAIL" Office,
Hongkong, August 29, 1904. 1544

WANTED IMMEDIATELY.
A Professional Office, a Good BOOK
KEEPER and TYPEWRITER, who
would also have to act as General Office
Assistant. No Chinese need apply. A
good Salary would be given to a thoroughly
qualified man.
Apply to—
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C/o KELLY & WAUGH, Ltd.,
Hongkong, August 27, 1904. 1575

HONGKONG FROZEN FOOD
SUPPLY.
DEPT.—No. 3, ICE HOUSE STREET.

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above Company, with all existing
Contracts, has been Purchased by the
DAIRY FARM CO., LTD., who will
conduct it on their own Account on and
after 1st SEPTEMBER next. Accounts
due to the Hongkong Frozen Food Supply
Depot will be collected by the Dairy Farm
Co., Ltd. Accounts against the Hongkong
Frozen Food Supply Depot to 31st
AUGUST should be rendered to the present
management as soon as possible.
LAC RUE TUNG,
Manager.
Hongkong, August 29, 1904. 1591

THE POPULAR
SCOTCH
IS
BLACK & WHITE

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SCOTCH WHISKY DISTILLERS
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and
HER MAJESTY THE PRINCESS OF WALES

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Hotels and to be obtained from LANE,
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Central

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ANTI-FRICTION
METAL

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Engineers,
HONGKONG.

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AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

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s.s. HONAM, 2,383 tons, Captain R. D. Thomas.
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,280 tons, Captain W. A. Valentine.
s.s. HANKOW, 3,073 tons, Captain B. Branch.
s.s. KINSHAN, 2,860 tons, Captain J. J. Lossing.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m.
and 9 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Service of the Hongkong, Canton and Macao Steamboat Co., Ltd.
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s.s. HEUNGSHAN, 1,998 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 2 p.m. During the Summer
Months the time of leaving fluctuates to suit the tide at Macao. For further
particulars, see special time table.
Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7.30 a.m.

Canton-Macao Line.
s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.

Joint Service of the H.K., C. and Macao Steamboat Co., Ltd., the China Navigation Company, Ltd., and the Indo-China Steam Navigation Company, Ltd.
Canton-Wuchow Line.
s.s. SAIKAM, 588 tons, Captain J. Wilcox.
s.s. NANMING, 669 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trips take about five days. These vessels have Superior
Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
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DR WILLIAM DANIEL,
DENTISTS.

LATEST AMERICAN METHODS.
REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.
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Hongkong, February 18, 1904. 2298

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AMERICAN TRAINED DENTIST.

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Appliances.
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Hongkong, July 28, 1904. 1379

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OF
DENTISTRY.
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From the University of Pennsylvania,
U.S.A.
Hongkong, July 28, 1904. 1386

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strength,
sustenance and energy—
that's what Bovril is.
Bovril represents a per-
fectly scientific combination
of the stimulative and
flavouring features of meat
extract with the nutritive
properties of beef. Bovril
is readily taken and easily
digested and assimilated
by even the most feeble
constitution.**

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To be obtained at all Grocers, Quinners,
Hotels, &c., throughout Hongkong, China
and Japan.

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(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD. LONDON).

Bell's Asbestos 'Dagger,' 'Demon,' and other well known packings for Piston
Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, As-
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Vegetable Flure Valves for Air and Circulating Pumps. Gauge Glasses, Packing
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Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc.
(only best quality kept). Boilers covered with Bell's Composition repay expense of
covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.
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Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large
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Bell's Asbestos—A Solid Lubricant, clear and efficient—1 lb. is equal to from 2
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does not injure the plates.
Asbestos Packed Cooks, Stop Valves, and Gauge Columns. Steam Gauges and
other engineers' requisites always in stock! Lists and Prices on application
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Office, 8 Des Vaux Road,
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IVORINE and CREAM LACE CURTAINS,
4, 4½ & 5 Yards Long, from \$5.00 Per Pair.
NEW DESIGNS IN LACE-EDGED MUSLINS,
ART and FIGURED MUSLINS.

FRENCH and ENGLISH CRETONNES,
NEWEST DESIGNS and COLOURINGS.

THIN SUMMER BLANKETS from \$3.50 each.

WHITE and COLOURED BED QUILTS
from \$4.75 each.

NEW STOCKS OF THE ABOVE JUST RECEIVED. INSPECTION INVITED.
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MARINE MOTORS and MOTOR
LAUNCHES.

THE Undersigned is Agent in China for MISTER & SONS of London and other
BRITISH MANUFACTURERS, and will be pleased to supply Catalogues and
Price Lists on application.
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G. C. MOXON,
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1451

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THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years'
experience in tattooing is a guarantee of good work and prompt execution. My
Colours are absolutely fast and perfectly harmless, and produce a charming effect not
attainable by any other, as their composition is only known to me. H. R. H. The Duke
of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage;
besides many others of High Rank. Prices Moderate and satisfaction guaranteed as
attested by 3700 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904. 1419

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For Particulars, apply to—
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Hongkong, August 1, 1904. 1413

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FIRST-CLASS PRIVATE HOTEL.

COOL ROOMS. ELEGANTLY FURNISHED.

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Hongkong, July 2, 1904. 1226

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MADAM HOY begs to announce to the Public that she has opened 'LONDON
HOUSE,' with a fresh and carefully selected stock of Ladies' Trimmed Autumn
Hats in all the Latest Modes from London and Paris.

FLOWERS A SPECIALITY.

Lovely wreaths for head wear, Beautiful New Ribbons, Feathers, Chiffons, Laces,
Large Assortment of Pretty Sailor Hats, Children's Hats; also Hat and Toilette Pins,
Coffee Coats, Neck Ruffles, Blouses, Shirts, White, Coloured and Washing Shirts,
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Cushions, Catharine Bags, Purses and Fancy Goods. Wavers and Cucking Irons, etc.
A few pairs of sample Shoes, Ladies' Sunshades and Umbrellas, Real Cr-vaty
Bath Towels, Window Curtains, Bed-quilts, Blankets.

HIGH-CLASS COUTLERY.

Latest designs in double forged Steel Carvers, Dinner, Dessert, Fish and Fruit Eaters,
Large sized double Fish Kettle, Large Frying Pan, Brass Door Bells.
You are sure to get bargains all the time at the London House. As our terms are
strictly cash, you are not paying for other people's bad debts.

YOUR KIND PATRONAGE IS RESPECTFULLY SOLICITED.

Hongkong, August 19, 1904. 1489

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HOTEL.

A HIGH-CLASS PRIVATE

HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hote at Separate Tables.

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MANAGER.

Hongkong, June 10, 1904. 1223

Hongkong, June 10, 1904. 1223

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GREEN ISLAND CEMENT CO.,
Portland Cement.

In casks of 375 lbs net, \$5.00 per cask, ex Factory
In bags of 250 lbs net, \$3.00 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO

Glazed Stoneware, Drain Pipes and Fittings, Glazed
Paving Bricks and Tiles, Fire Bricks and Fire Clay

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG

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Shewan, Tomes & Co.
GENERAL MANAGERS.

MAC LAREN'S
CANADIAN CHEESE
In Jarve (Medium and Small) Wholesale and Retail from
LANE, CRAWFORD & CO.,
Hongkong, May 6, 1903. SOLE AGENTS.

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HIGH-CLASS
DRESSMAKERS, MILLINERS,

AND
GENERAL DRAPERS.

CORSETS and SHOES A SPECIALITY.
Hongkong, August 9, 1904. 1098

THE
HONGKONG HOTEL.

REFLECT WITH EVERY LUXURY.

ELECTRIC LIGHT AND FANS.

LARGE AND AIRY RECEPTION ROOMS.

READING AND PRIVATE BILLIARD ROOMS

EUROPEAN CHEF.

CONNAUGHT HOUSE HOTEL,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL

OFFICES.—EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators.

Hot and Cold Water throughout. Special Rates for Tourists.

Lunch Service for Guests.

For Terms, apply THE MANAGER.

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VICTORIA DISPENSARY,

Wine and Spirit Merchants.

WHISKIES:

Glenorchy, Lochaber, Claymore,

Finest Old Scotch, Daniel Crawford's

Bourbon, 'V. R. O.' Liqueur (square bottle),

Watson's 'E' Liqueur.

PRICES ON APPLICATION.

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.

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AQUARIUS SPARKLING MINERAL TABLE WATER

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AQUARIUS GILENT WATER.

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AQUARIUS GINGER BEER (Stone Bottles).



Telephone No. 75.

THE AQUARIUS COMPANY,
General Managers.

Caldbeck, Macgregor & Co.,
Hongkong, August 6, 1904. 1196

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Intimations.

Milkmaid

BRAND

Milk

Guaranteed Full Cream.

Largest Sale in the World.




G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PIN-NEZ AND EYE PRESERVES.
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S. MINAMI, Manager, Hongkong.

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FUNCTIONAL 'FRUIT SALT' DERANGEMENTS
OF THE LIVER.

The value of ENO'S 'FRUIT SALT' cannot be told.
Its success in Europe, Asia, Africa, America, Australia,
and New Zealand proves it. THERE IS NO DOUBT
THAT where it has been taken in the earliest stages of
a Disease, it has, in innumerable instances, PREVENTED
what would otherwise have been A SERIOUS ILLNESS.

CAUTION.—See Capsule marked ENO'S 'FRUIT SALT'. Without it you have a
WORTHLESS IMITATION.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG.
by J. C. ENO'S Patent.
Sold by Chemists, etc., everywhere.

Dainty Skin
is a precious possession. It is made and kept dainty by
'DARTRING' 'LANOLINE'.

No imitation can bear the 'Darting'.
No imitation can bear the 'Lanoline'.

Demand the genuine: 'DARTRING' 'TOILET' 'LANOLINE' in
its distinctive boxes.

Manufactured by: 'DARTRING' 'LANOLINE' TOILET SOAP

A PERFECT BEVERAGE.

Preferred by Connoisseurs
for its high quality and
delicious natural flavor.

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Cocoa

Rich in nourishing and
stimulating properties. It
builds up and invigorates
the system.

Best & Goes Farthest.

Intimations.

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(MITSUBISHI CO.)

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI',
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

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EXPORTERS OF COAL to Hongkong,
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SOLE PROPRIETORS of Takashima,
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yama Collieries, and also Hoku Colliery,
which will be ready to produce on a large
scale the best Buzen Coal from 1905.
Sole Agents for Kigyo, Komatsu (Tagawa)
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The Head and Branch Offices and the
Agencies of the Company will receive any
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Collieries.
Coal sold in 1903 by the Company
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TAKASHIMA COAL.

New and additional shafts at the Takashima
Colliery have been completed and this
well-known best and most economical
steam coal in the East is now produced in
abundance and can be supplied in any
quantity.

Hongkong, April 25, 1904. 777

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HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG to
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HONGKONG, will be found in-
teresting and enjoyable.

W. L. FARMER,
Proprietor.

Hongkong, March 10, 1904. 482

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PLUNKET'S GAP, THE PEAR.
near the TRAM TERMINUS. TELEPHONE 56

For Terms.

Apply to the MANAGER. 741

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ASTOR HOUSE.

(Old Government House)
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TERMS: \$8 per Day—\$60 per Month.
COMFORT OF VISITORS GUARANTEED.

Apply on the Premises.

Hongkong, August 9, 1904. 1460

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Awarded Bronze Medal at the Paris
Exhibition, 1900.
Gold Medal at the Indian Industrial
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THE GOREPORE CO. LD.,
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Contractors to the Military and
Public Works Departments,
State Railways, and all
large Consumers
throughout India, the East,
and the Colonies.

W. R. LOXLEY & CO.,
Sole Agents, Hongkong.

Cable Address 'LOXLEY', Hongkong.

Hongkong, July 22, 1903. 1519

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Trans-Pacific Service, and until further
notice, to Book Cargo and issue Bills of
Lading to SEATTLE, WASH.-VIC-
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PORTS, also to OVERLAND POINTS
in connection with the GREAT NORTH-
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hitherto, by the Steamers of the NORTH-
ERN PACIFIC S.S. COY., BOSTON
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OCEAN S.S. COY. and CHINA MUTUAL
S.S. COY.

For further Particulars apply at the
Company's Local Branch Office in Prince's
Buildings, First Floor, Chater Road.

A. S. MURRAY,
Manager.

Hongkong, May 21, 1904. 1400

GOVERNMENT NOTIFICATION.

WITH a View to increasing as far as
possible the Force available for the
Defence of the Colony in case of emergency,
His Excellency the Governor has decided
to invite Senior Residents who are British
Subjects to form themselves into an
ASSOCIATION to be called THE
HONGKONG VOLUNTEER RESERVE
ASSOCIATION under the following
conditions:—

1. The Age limit for Members to be
35-50.
2. The Members to undertake not to
quit the Association within 1 year of joining
it without leave, and to enrol themselves
in the event of necessity under the
Volunteer Ordinance as the Hongkong
Volunteer Reserve Company. Upon enrol-
ment Officers of the Company will be
selected from among the Members and
commissioned by the Governor.
3. The Rules of the Association to be
framed by a Committee of Management
Elected by the Members from among
their own number.

4. The Members to practice Rifle Shoot-
ing so as to become efficient shots for
which purpose they will be lent Rifles by
the General Officer Commanding, and will
be supplied with Ammunition at cost price.
5. The use of the Volunteer and Police
Range will be reserved for the Association
one day in the week, and the Members will
have the right to use the Range at all times
when not otherwise occupied.
All those intending to join will oblige by
sending in their names to the undersigned
before the 15th of September, 1904.

By Command, F. H. MAY,
Colonial Secretary's Office,
Hongkong, August 30, 1904. 1593

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING OF ZETLAND
LODGE will be held at FRERASORS'
HALL, on THURSDAY, the 1st September,
at 8.30 for 9 p.m. precisely. Visiting
Brethren are cordially invited to attend.
Hongkong, August 23, 1904. 1553

VICTORIA RECREATION CLUB.
AQUATIC SPORTS, 1904.

THE ANNUAL AQUATIC SPORTS
will be held on 5th, 6th, 7th and
17th SEPTEMBER, in the CLUB
ENCLOSURE, AUSTIN ROAD, KOWLOON.
Sports commence on 5th and 6th at 4
p.m., and on 7th and 17th at 3.45 p.m.
sharp.
Admission for Gentlemen, Non-members,
50 cents each day. Soldiers and Sailors in
Uniform, Half Price.
Tickets for Admission may be obtained
at the Gate or from the Undersigned, c/o
Messrs GINN, LITTLEWOOD & Co.
The Secretary's Launch will leave Blake
Pier, on MONDAY and TUESDAY, the
5th and 6th at 4 p.m. sharp, and on
WEDNESDAY and SATURDAY, the 7th
and 17th at 3.45 p.m. sharp, to convey
Spectators and Competitors.

HAROLD C. AUSTEN,
Hon. Secretary.

Hongkong, August 29, 1904. 1584

VICTORIA RECREATION CLUB.
AQUATIC SPORTS, 1904.

THE COMMITTEE OF THE VICTORIA
RECREATION CLUB request the
pleasure of the COMPANY OF THE LADIES
of Hongkong at the CLUB ENCLOSURE,
AUSTIN ROAD, KOWLOON, on WEDNESDAY,
7th and SATURDAY, 17th September, at
4 p.m. sharp, on the occasion of the
Annual Aquatic Sports.
By kind Permission of Lieut.-Colonel C.
H. WATTS and Officers, the Band of the
1st Battalion Sherwood Foresters will play
Selections during the afternoon.

HAROLD C. AUSTEN,
Hon. Secretary.

Hongkong, August 29, 1904. 1585

TANG YUEN.

BOARDING ESTABLISHMENT.
Splendid View of Harbour.
No. 18 MACDONNELL ROAD.
Under European Management.

Apply at the House,
or
At FAIRALL & CO.,
Opposite Hongkong Hotel.

Hongkong, June 10, 1903. 97

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF
\$10 EACH.

PURSUANT to Resolution the General
Managers of A. S. Watson & Co.,
Limited, hereby invite applications from
the Shareholders of the Company for the
issue of 30,000 New Shares of \$10 each at a
Premium of 10 per cent or \$11 a Share.
Each Registered Shareholder on the 28th
day of September, 1904, applying for the
New Issue will be entitled to one share for
every two shares registered in his name.
Shares not applied for by those entitled to
apply, will be dealt with by the General
Managers in accordance with Article 46 of
the Company's Articles of Association.

Applications for Shares in the New Issue
will be received by the Hongkong and
Shanghai Banking Corporation in Hong-
kong from the 28th September, 1904, to
the 30th September, 1904; both days
inclusive, and the whole amount of \$11 per
Share will be payable on application.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 28th
September, 1904, to the 8th October, 1904,
both days inclusive.

The present paid-up Capital of the Com-
pany is \$200,000, divided into 80,000
Shares of \$20 each, and the New Issue is
required to increase the Capital of the
Company to \$200,000 divided into 80,000
Shares of \$10 each.

The whole of the premium received from
the New Issue will be placed to the Credit
of the Permanent Reserve Fund.
The New Issue will rank for Dividend
for the three months ending 31st December,
1904, payable in May, 1905.

Forms of application for the New Issue
can be obtained at the Company's Offices in
Alexander Buildings, or at the Hongkong
and Shanghai Banking Corporation in
Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, June 25, 1904. 1508

Intimations.

RAINIER.

BEER.

"THERE'S NEW VIGOR AND STRENGTH IN EVERY DROP."

M. J. CONNELL,

7, Beaconsfield Arcade.

SOLE AGENTS:

HONGKONG and PHILIPPINES.

Hongkong, August 31, 1904.

To Let.

HONGKONG CLUB.

TO LET.

A SUITE OF 2 ROOMS, on the Ground-
floor of the Annex, suitable for
Offices.
For Particulars, apply to the Under-
signed.
C. H. GRACE,
Secretary.

Hongkong, June 2, 1904. 1410

To Let.

OFFICES in Nos. 10 and 16, DES
VOUX ROAD CENTRAL.
No. 17, WONG NEI CHONG ROAD, facing
Race Course.
No. 1, CLIFTON GARDENS.
No. 1, REX TERRACE, in FLATS.
FLATS in MORRISON TERRACE, facing the
Polo Ground.
OFFICES, in Course of Erection, Con-
stant Road (near Blake Pier).
GODOWNS PRAYA EAST.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, August 18, 1904. 1403

To Let.

N.O.6, GRANVILLE AVENUE. Im-
mediate Possession—Moderate
Rental.
THREE FIRST-CLASS SHOPS, Euro-
pean Style, in Kowloon. Possession on or
about 31st August, 1905.
MODERATE RENTALS.
Apply to
HUMPHREYS' ESTATE & FINANCE
CO., LTD.
Hongkong, August 18, 1904. 848

To Let.

STONEHAVEN, 35, Robinson Road.
Containing 5 BEDROOMED ROOMS,
with Kitchen, Servants' Quarters and a
Spacious Tennis Court. Possession 1st
September.
Apply to
SAM WANG & CO., LD.
Hongkong, August 8, 1904. 1450

To Let.

N.O. 1, STEWART TERRACE, The
Peak.
Apply to
THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LD.
Hongkong, March 26, 1904. 1414

To Let.

N.O. 4, ORMSBY VILLAS, Kowloon.
Apply to
SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, July 20, 1904. 1408

To Let.

N.O. 1, STEWART TERRACE, The
Peak.
Apply to
THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LD.
Hongkong, March 26, 1904. 1414

To Let.

N.O. 4, ORMSBY VILLAS, Kowloon.
Apply to
SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, July 20, 1904. 1408

To Let.

TWO ROOMS on the First Floor of
ALEXANDRA BUILDINGS.
Apply to
SECRETARY,
A. S. WATSON & Co., Limited.
Hongkong, June 10, 1904. 1405

To Let.

SAVOY CHAMBERS, Kowloon, a Four-
room Flat To Let.
Apply to
ANGLO-AMERICAN STORES,
Hongkong or Kowloon.
Hongkong, June 25, 1904. 697

To Let.

A LARGE OFFICE on GROUND FLOOR
of No. 2, WYNDHAM STREET. Posses-
sion 1st August, 1904.
Apply to
THE SECRETARY,
The Bowling Club, Ltd.
Hongkong, July 13, 1904. 1407

To Let.

A EUROPEAN HOUSE, No. 168, Praya
East. Four Rooms and Kitchen,
Servants' Quarters, Bathrooms, Hot and
Cold Water. Good Sea View.
Apply to
JARDINE, MATHESON & CO.,
Hongkong, August 8, 1904. 1446

To Let.

N.O. 52, HOLLYWOOD ROAD.
No. 11, MOSQUE JUNCTION. Full
View of Harbour.
WINDMILL BUILDINGS, No. 147, WYND-
HAM ROAD. Comfortable and Airy Flats
of 2 or 3 Rooms, from \$25 upwards of
Rent.
And others to suit various requirements.
S. A. SMITH,
LAND & ESTATE BROKER,
DAISY FARM CO.
Hongkong, July 11, 1904. 1390

DODGING THE DARDANELLES.

From the Black Sea to the Baltic.

Napoleon I. was wont to describe the
Dardanelles as the key to the East's home.
It was an excellent maxim—on paper, and
beyond a doubt it ministered to the hopes
of the apostles of expansion who in the reign
of the Tsar Alexander I. embarked Russia
upon a similar policy of aggression to that
which has brought about her embarrass-
ments in the Far East. But the Dardanelles
by themselves, merely as giving access to
the Black Sea, or as affording Russia an
outlet to the great world beyond, would
have been of but little advantage to a
Power whose seat of government and whose
chief maritime strength were situated thou-
sands of miles away, at the other side of the
Empire.

Inspired largely by Napoleon's encourage-
ment (which was prompted by his desire to
put another spoke in the wheel of Great
Britain) the Russians of his day devoted
a good deal of misplaced energy to the
acquisition of the famous Straits; it
has remained to the present emergency
to enforce upon the Tsar's advisers
—as usual too late—the preliminary im-
portance of connecting the Black Sea and
the Baltic by canal. The project is not
quite new, it is true, but it has now been
revived in circumstances that are favour-
able to its successful accomplishment.

Ship-cannals are not built in a day. Nor
are they a very cheap form of amusement,
as may be surmised from the fact that the
estimated cost of construction in this
particular instance is about £24,000,000.

No great stretch of the imagination is
necessary to convince ourselves that Russia
is just at present carrying too much hay
on her fork, and is too much in need of
money for other purposes, to admit of this
vast sum being devoted to the linking of the
two important waterways. On the
other hand, it is precisely now, and for
that reason, that there is something more
than a prospect of the work being under-
taken and completed as an immense com-
mercial speculation, the privilege of
constructing which might, owing to Russia's
extremity, be obtained upon attractive
terms.

During the long peace which followed
the Congress of Vienna many schemes
were evolved for connecting the Black Sea
with the Baltic. Of most of these the
essential principle was the deepening of
the Dnieps, which runs into the latter at
Riga, and of the Dniester, which river
practically may be said to enter the Euxine
at Kherson. The total distance to be cover-
ed is 1,410 miles, but the actual length be-
tween the inner ends of these two well-
known rivers is only seventy-eight miles,
and indeed there are alternative points—pro-
specting, moreover, less difficult problems
of marine engineering—but forty-seven miles
apart. It will thus be seen that by the
former ready-made route the linking canal
would be of about similar length to that at
present, and by the latter to over half that
distance.

To enable vessels of deep draught, or
warships, to pass along this waterway, a
uniform depth of 28ft. would be necessary.
The cost of making this, when placed before
the Riga Exchange Committee, seemed to
be to finance a canal of 10ft. or 11ft. That
is Russia all over—wanting to do every-
thing with inadequate preparations!

It hardly needs to be said that much of
the river above Otschakov—the sea-mouth
of the Dniester—requires little or no
dredging. Between Kachovka and Nipopol
there is also plenty of water for ships of
deep draught, and navigation could be
rendered perfectly safe at a relatively small
outlay for blasting. Up to Alexandrovsk
is another forty-five miles. The shallow-
ness of the bed over this section would be
an easy victim to conquering science. This
brings one to the Rapids, and a point 236
miles from the sea.

As regards the Cataracts of the Dniester,
it is well to admit they are formidable; but
the admission must be qualified by the
opinion of Sir Charles Harley, who, after
careful examination, pronounced them to
be not insuperable. In point of fact, there
is already a system of primitive canalisation
there dating from 1853. The foundation
work, the side-channels, the cuttings and
tunnels are, therefore, a going concern—not,
perhaps, of great utility, or of much
assistance to ocean-going ships, but sup-
plying a basis for further engineering skill,
and indicating that half a century ago the
task was not considered hopeless. Nine
distinct rapids succeed each other in a
distance of forty-seven miles. The total
fall is 197ft. It would be child's play else-
where to overcome it. From Ekaterinoslav
to Goryn, the river presents no obstacles
to navigation, although for part of the
way depending would be requisite.

This brings us 841 miles from the Black
Sea, and here there is, as has been said, a
choice of routes each with advantages of
its own. The Beresina, associated so
strongly with the name of Marshal Ney, is
shallow, but safe. Dredging would scarcely
be of much use; to dam, and to excavate a
new bed exhibits fewer obstacles, and is
cheaper. The alternative route makes use
of the River Lutscha, which is a conflu-
ent of the Dnieps, and joins it at Witebsk,
sixty-eight miles from Ufa; the latter town
being 311 miles from Riga. A short canal
of twelve miles in length (absolutely the
only new piece of waterway that would
have to be made in the whole distance
from the Black Sea to the Baltic) is need-
ed to link the Lutscha with the Dnieps,
and two or three locks might be required
in the seventy-eight miles of this con-
nection, as contrasted with the forty-seven
miles of the Dniester Cataracts. The depth
of water in the Dnieps from Witebsk to
Riga averages 18ft. at present, and the
channel is not dangerous to those who
know it. The project, therefore, is reduced
to a mere question of dredging, in addi-
tion to the construction of a new length of
twelve miles of canal, or the perfecting of
some rather larger canals already made.

What a blessing such a sea connection
would prove to internal Russia! Apart from
any possibility of lowering the Black Sea or
Baltic level, the project is really a blessing
to Russia. The project is really a blessing
to Russia. The project is really a blessing
to Russia.

Particulars of the Lot.

Particulars and Conditions of the Letting
by Public Auction Sale, to be held on
MONDAY, the 5th day of September,
1904, at 3 p.m. at the Office of the
Public Works Department, by Order
of His Excellency the Governor, of
One Lot of CROWN LAND at Last
Tex Mut, in the Colony of Hongkong,
for a term of 75 years, with the option
of renewal at a Crown Rent to be fixed
by the Surveyor of His Majesty the King,
for one further term of 75 years.

Particulars of the Lot.

Particulars and Conditions of the Letting
by Public Auction Sale, to be held on
MONDAY, the 5th day of September,
1904, at 3 p.m., at the Office of the
Public Works Department, by Order
of His Excellency the Governor, of
One Lot of CROWN LAND at Austin
Road, Kowloon, in the Colony of
Hongkong, for a term of 75 years,
commencing from 14th day of March,<

impetus that would be given to domestic and industrial progress—to say nothing of the direct profits that would accrue from the toll levied upon vessels desiring to avoid the long circuitous route by the Atlantic and the North Sea, and the other commercial returns likely to be derived from the undertaking—all these considerations should ensure the adoption of the scheme.

The surveys have been made, the plans are all ready. And as Russian financiers are not likely to be unequal to the task, British or French enterprise and capital should be utilized if, as is more than probable, the Commission now re-examining the estimates recommends an early start being made with this interesting connection between the North and the South.—London Chronicle.

WHAT TO EAT IN HOT CLIMATES.

The food question in warm countries is very important, especially for Americans and Europeans, among whom the mortality is generally excessive. M. Reynaud, professor of hygiene in the French Colonial Institute, has carefully studied the foods voluntarily selected by European colonists and natives respectively with a view to throwing some light on this question. The *Revue Scientifique* thus details his results and conclusions:

In cold countries the substances absorbed in the largest quantities are fats. In fact... one gram of fat produces by combustion a little over nine calories (heat-units), whereas albumin or carbohydrate produces only four calories to the gram. Thus, having to struggle against intense cold, men tend to absorb the foods that will produce the most heat. In hot countries, on the other hand, the equilibrium of temperature often needs to be established in the opposite direction: the organism strives against its environment to prevent excess of heat—both passively, by avoiding all internal causes of heat, such as exertion or difficulty of digestion, and also by perspiring. Thus the desiderata are different.

We must evidently have energy, for no matter in which direction the struggle for equilibrium takes place, there are both action and waste in the organism; but incontestably less heating power is needed than when we have cold to overcome. Fat, moreover, therefore, play a small part in the food, because it yields too many heat-units in combustion, because it is hard to digest, and thus tends to raise temperature, and, finally, because its energy is less rapidly usable than that of the carbohydrates.

Albumin is necessary, as is well known, and for preserving the integrity of the tissues a minimum quantity of albumin is indispensable. This appears to be much smaller with the natives of hot countries than with Europeans.

In any case, it is incontestable that albuminoids in too great quantities would be dangerous from their toxic products of decomposition, which in a sedentary life may pass into the organism and fatigue the liver, which is so often attacked in hot countries.

Carbohydrates are thus the best foods, but they are inconvenient because of the great volume of the alimentary mass and the abundance of the waste products. This inconvenience may be lessened by the use of sugar, which is a carbohydrate that is practically pure, because it is crystallized. M. Reynaud believes that it also has some objectionable features, but this is far from being demonstrated.

The working ration can not be treated apart from the more living ration, as it can in other regions. In hot countries, in fact, there is no reserve, and work brings about at once, with perspiration, enormous losses of heat.

The natives who get along very well with rations that are poor in albumin when they are idle, fall at once into a state of lassitude when they work, and easily contract diseases. There is a very great disproportion in hot countries between the working ration and the living ration. Without increasing the fat, which is utilized with difficulty by the organism and is hard to digest in these regions, it is necessary to increase the carbohydrates considerably, and especially the albumin. The minimum of indispensable albumin is much greater when, in spite of the work, it is desired to preserve the weight.

It is useful, in order to preserve digestibility—a very important factor that is too often neglected in theoretical calculations—to give a varied alimentation, with fresh vegetables and fruits, as much milk as possible, and for alcoholic drinks, much liquid must be taken to keep up the osmotic equilibrium lost by the intense evaporation. Much water is lost by transpiration, which it is evidently necessary to replace, and it is necessary to drink also to facilitate diuresis, which is often lessened by perspiration.—Translation made from THE LITERARY DIGEST.

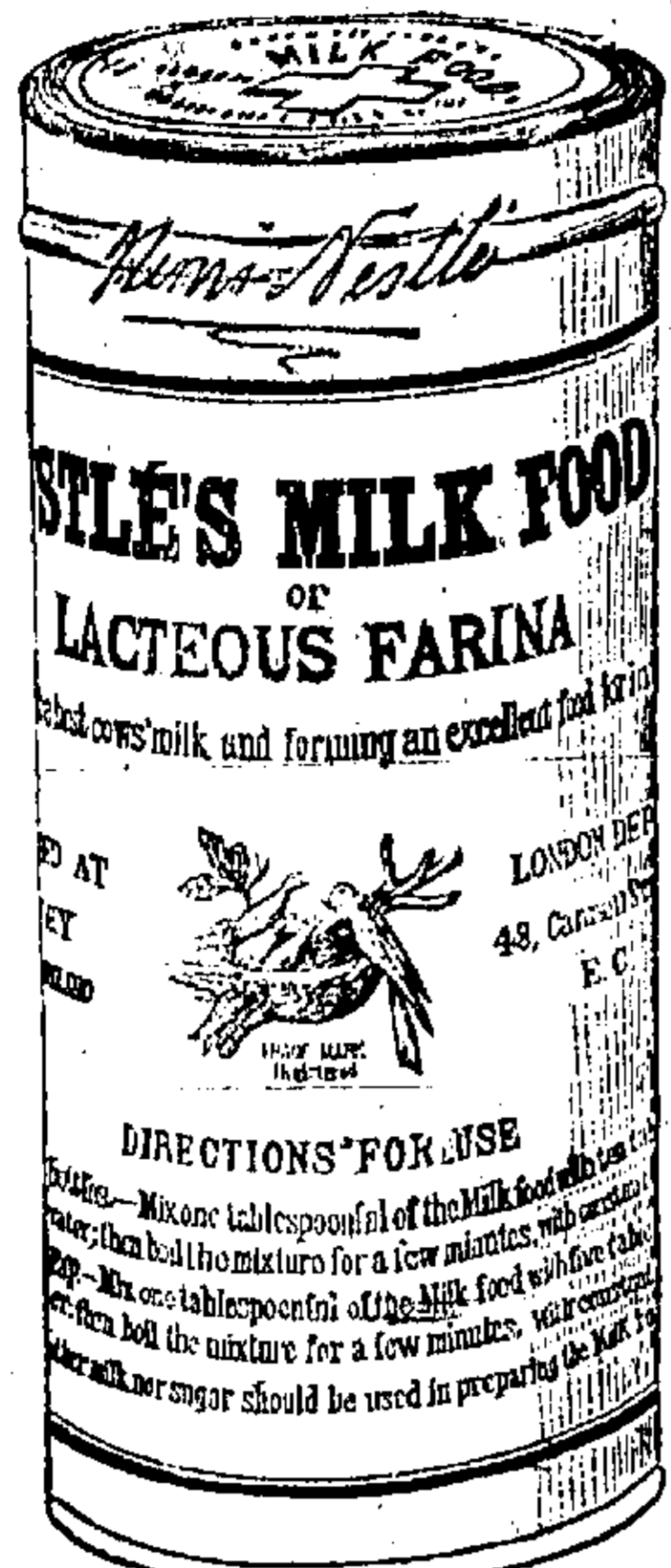
For Sale.

FOR SALE.

ONE ICE-MAKING MACHINE, with GAS ENGINE Complete. For Full Particulars, apply to HUGHES & HOUGH, 3, Des Vaux Road, Hongkong, June 27, 1904. 1410

RIGAUD'S KANANGA WATER
OR
JAPAN
(REGISTERED)
The most deliciously refreshing Water. It relieves the heat and thirst, and imparts a delicate fragrance and cooling of comfort.
RIGAUD'S CHOICEST NEW EXTRACTS
RECOMMENDED
KANANGA, GRACIOSA, IRIS BLANC, ASCANIO, YLANG-YLANG, LUCRECIA, PEAU D'ESPAGNE, LILAS DE PERSE, WHITE VIOLETS, BOUQUET D'ALYSSÉE, WHITE HELIOTROPE, BOUQUET ROYAL, LILY OF THE VALLEY, ROSINA.
RIGAUD & CO. PARFUMERS, PARIS.
Sole agents for A.S. LARSEN & CO. Oporto. China Mail Office, May, 1904.

NESTLÉ'S FOOD



Used in the Imperial and Royal Nurseries.

Especially prepared for Infants and Convalescents in the Far East.

Prescribed by the Medical Faculty throughout the World, and to be obtained from all respectable Chemists and Grocers. Insist upon having NESTLÉ'S. Refuse any other.

March 2, 1904.

NOTICE TO MARINERS.

NOTICE IS HEREBY GIVEN that the Master of the British Steamer *LIN GAN*, reports having on the 2nd Inst., passed a FLOATING WRECK in Lat. 39° 24' N., Long. 120° 54' E., and on the same day in Lat. 38° 34' N., Long. 120° 38' E., he passed a Floating Mine with projecting Prongs.

A. HOLZ, Harbor Master, etc. Swatow, August 12, 1904. 1480

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE Miles out on the Shau-ki-wai Road. Electric Trams pass the Doors every few minutes.

THE ONLY HOUSE OF THE ROAD. The popular resort of the Colony, occupying a Charming Seaside Situation and commanding the most extensive view of the Harbour and Kowloon Peninsula. There is Accommodation for a few Boarders.

GOOD SEA BATHING.

REFRESHMENTS SERVED OF THE FINEST QUALITY ONLY.

PRIVATE TIFINS AND DINNERS.

Prepared in First-class Style on the shortest notice.

Dinner Parties and Picnics Catered for.

JAS. CHRISTIE, Proprietor and Manager.

Hongkong, August 13, 1904. 1385

SIEN TING.

Surgeon Dentist, No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free. Hongkong, April 24, 1900. 625

MESSRS COOPER & CO.,

No. 37, DES VEAUX ROAD CENTRAL.

JUST UNPACKED A New Consignment

of Men's White India GAUZE SHIRTS and PANTS in all running sizes.

Also, A Fresh Lot of Men's English and American BOOTS and SHOES, HATS, HOSIERY, &c. Orders for Suits requested—A correct fit and style guaranteed, and every satisfaction given.

Hongkong, August 9, 1904. 1459

IMPORTANT NOTICE.

To Heads of Families, Hotel Keepers, Clubs, Boarding Houses and Messes.

Ms H. RUTTONJEE is prepared to deliver BREAD in Hongkong and Kowloon. The Sanitary Arrangements are as nearly perfect as possible and the work is under constant Foreign Supervision only.

The BREAD is made from the well-known Brown Flour supplied by the well-known Graham Flour a specialty.

H. RUTTONJEE, No. 5, D'AGUIAR STREET, and 38 to 38, Elgin Road, Kowloon. Hongkong, August 23, 1904. 1487

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest House for roosting Advertisements and Corrections to Advertisements.

Alterations and additions to Advertisements mean Page 2, 3, 4 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

G. M. BAIN, China Mail Office, May, 1904.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
6, QUEEN'S ROAD CENTRAL. 2123

JOHN OAKLEY & SONS
WELLINGTON EMERY & BLACK LEAD MILLS LONDON
EMERY GLASS BLACK CLOTH PAPER LEAD
WELLINGTON KNIFE POLISH
JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamers sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUE.
Sept. 6	M. M. Polynesian	Marseilles	Oct. 5	Oct. 4
" 10	P. & O. Chusan	London	" 9	" 16
" 14	P. M. S. Gneisenau	Hamburg	" 15	" 26
" 20	M. M. Ernst Simons	Marseilles	" 19	" 18
" 24	P. & O. Nubia	London	" 27	Nov. 30
" 28	G. M. S. Bayern	Bremen	Nov. 2	" 1
Oct. 4	M. M. Australien	London	" 6	" 13
" 12	P. & O. Bengal	Hamburg	" 23	" 22
" 18	G. M. S. Sachsen	Marseilles	" 16	" 15
" 22	M. M. ...	London	" 20	" 27
" 26	P. & O. Comandante	Bremen	" 6	Dec. 5
Nov. 5	M. M. ...	Marseilles	" 30	" 11
" 9	P. & O. Malta	London	Dec. 4	" 20
" 13	G. M. S. Prinzess Alice	Hamburg	" 11	" 11

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Sept. 3	P. M. S. Mongolia	San Francisco	Oct. 1
" 14	P. & A. Aragonia	Portland, O.	" 14
" 15	P. M. S. China	San Francisco	" 25
" 27	P. M. S. Doric	Tacoma	" 14
Oct. 1	N. P. L. Tremont	San Francisco	" 25
" 8	P. M. S. Siberia	Portland, O.	Nov. 5
" 14	P. & A. Numantia	San Francisco	" 18
" 20	P. M. S. Coptic	do.	" 29
Nov. 1	do. Gaelic	do.	" 29
" 10	do. Mongolia	do.	Dec. 9
" 22	do. China	do.	" 31
Dec. 3	do. Doric	do.	" 20
" 15	do. Siberia	do.	1905
1905	do. Coptic	do.	Jan. 13
Jan. 7	do. Korea	do.	" 24
" 19	do. Gaelic	do.	Feb. 4
" 31	do. Mongolia	do.	" 17
Feb. 11	do. China	do.	" 23
" 23	do. Doric	do.	Mar. 11

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Sept. 21	C. P. R. Empress of Japan	Vancouver.	Oct. 12
Oct. 12	do. Athenian	do.	Nov. 9
Oct. 19	do. Empress of China	do.	Nov. 26
Nov. 2	do. Tartar	do.	Dec. 9
" 16	do. Empress of India	do.	" 29
Dec. 14	do. Empress of Japan	do.	Jan. 4
" 28	do. Athenian	do.	" 21
1905	do. Empress of China	do.	Feb. 2
Jan. 11	do. Tartar	do.	" 13
" 25	do. Empress of India	do.	Mar. 1
Feb. 8	do. Empress of Japan	do.	" 18

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Sept. 13	C. N. O. Changhai	Sydney.	Oct. 2
" 17	E. & A. Eastern	do.	" 23
" 30	C. N. O. Changhai	do.	Dec. 5
Nov. 15	E. & A. Australian	do.	" 23
" 18	C. N. O. Changhai	do.	" 27
" 22	E. & A. Empire	do.	" 31
" 26	C. N. O. Changhai	do.	1905
Dec. 9	C. N. O. Changhai	do.	Jan. 1
" 14	E. & A. Eastern	do.	" 18
" 28	C. N. O. Changhai	do.	" 31
1905	E. & A. Australian	do.	Feb. 12
Jan. 20	C. N. O. Changhai	do.	" 29
Feb. 3	E. & A. Empire	do.	" 15
" 11	C. N. O. Changhai	do.	" 23
" 18	E. & A. Eastern	do.	" 30
Mar. 8	E. & A. Empire	do.	Apr. 16
Apr. 15	C. N. O. Changhai	do.	May 3
May 3	E. & A. Eastern	do.	" 21

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	H.P.	Captain.	Last visited at.
Alacrity	despatch-vessel	1790	12	3000	Comdr. Richard M. Harbord	Weihaiwei
Albion	battleship, 1st class	12,559	42	15,500	Captain Sydney D. Fox	Weihaiwei
Algerine	despatch-vessel	11,000	16	1300	Comdr. R. Nugent	Beiping Sea
Amphitrite	cruiser, 1st class	11,000	16	1300	Capt. Charles Windham, C.V.O.	Weihaiwei
Andromeda	cruiser, 1st class	11,000	16	1300	Capt. R. N. Ommeney	Weihaiwei
Bramble	gunboat, 1st class	710	6	1300	Lieut.-Com. O. M. Makins	Chemulpo
Britomart	gunboat, 1st class	710	6	1300	Lieut.-Com. T. D. Pratt	Yantze
Centurion	battleship, 1st class	10,100	14	13,000	Captain Fegan	Weihaiwei
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Cherub	water tank and tug	380	—	—	Captain Robert H. S. Stokes	Singapore
Colapso	cruiser, 2nd class	1070	10	1400	Comdr. Ernest Barton	Chinwangtao
Esperanza	despatch-vessel	360	6	5700	Comdr. P. V. Lewis, D.S.O.	Weihaiwei
Fame	cruiser, 3rd class	1580	12	3200	Captain Hon. Walter G. Stopford	Weihaiwei
Farallone	battleship, 1st class	12,950	16	15,500	Reserve	Hongkong
Gloria	torpedo boat destroyer	275	6	4000	Comdr. J. M. Rindero	Weihaiwei
Hart	torpedo boat destroyer	275	6	4000	Captain W. B. Tucker	Shanghai
Humber	storeship	360	—	—	Lieut.-Com. A. Gregory	Taku
Iphigeneia	cruiser, 3rd class	1640	17	9000	Lieut.-Com. C. P. Metcalfe	Yantze
Janus	torpedo boat destroyer	280	6	3900	Captain Francis G. Kirby	West River
Kinshasa	cruiser, 1st class	14,100	18	31,592	Lieut.-Com. F. B. Noble	Weihaiwei
Leviathan	river gunboat	180	2	800	Captain T. G. Greet	Hongkong
Moorthoon	battleship, 1st class	12,950	16	15,500	Reserve	Weihaiwei
Ocean	torpedo boat destroyer	360	6	4000	Comdr. John Nicholas	Shanghai
Ottor	torpedo boat destroyer	360	6	4000	Comdr. C. E. Moore	Hongkong
Phoenix	sloop	1015	6	450	Com. D. St. A. Wake	Strait Division
Rambler	surveying vessel	980	10	1490	Lieut.-Com. R. E. Vaughan	Hongkong
Rinaldo	sloop	85	2	240	Comdr. Vivian	Hongkong
Robin	river gunboat	980	6	1490	Lieut.-Com. H. T. Atty	West River
Rossini	sloop	85	2	240	Capt. C. H. H. Moore	Hongkong
Sandpiper	cruiser, 2nd class	3600	8	9000	Lieut.-Com. Davidson	Yantze
Sirius	river gunboat	85	2	240	Comdr. Berke	Hongkong
Spice	torpedo boat destroyer	280	6	3900	Comdr. Dickson	Yantze
Taku	receiving ship	180	2	800	Lieut.-Com. E. V. Dugmore	Weihaiwei
Tamar	river gunboat	14,200	18	31,592	Capt. A. T. Stuart	Weihaiwei
Teal	cruiser, 1st class	3400	8	9000	Capt. J. A. C. Wilkinson	Yantze
Terrible	cruiser, 2nd class	383	3	800	Lieut.-Com. R. H. Keate	Weihaiwei
Thetis	coast defence gunboat	12,950	16	15,500	Capt. Leslie Stuart, C.M.G.	Weihaiwei
Tweed	battleship, 1st class	880	6	6300	Comdr. S. St. John Farquhar	Hongkong
Vengeance	sloop	355	6	6300	Comdr. Ernest C. Hardy	Weihaiwei
Vestal	torpedo boat destroyer	290	—	450	In Reserve	Weihaiwei
Virgo	surveying ship	290	6	5990	Lieut.-Com. C. W. Wrightson	Upper Yangtze
Waterwitch	torpedo boat destroyer	150	2	500	Lieut.-Com. Wason	Upper Yangtze
Whiting	river gunboat	150	2	500		
Woodcock	river gunboat	150	2	500		
Woodlark	river gunboat	150	2	500		

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

+ Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Gruzenberger	Shanghai
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirtl	Japan
Achéron	French armoured gunboat	1796	10	1700	Comdr. Laferrière	Saigon
Alouette	French gunboat	300	7	400	Lieut. A. Varney	Saigon
Argus	French gunboat	123	—	500	Lieut. Crespin	Canton
Aspic	French gunboat	475	6	450	Lieut. Jorjoux	Saigon
Avallanche	French gunboat	140	5	130	—	Haiphong
Bengali	French gunboat	3740	29	9000	—	Tourane
Bogard	French cruiser	140	5	150	Capt. Lefèvre	Saigon
Casse-tête	French cruiser	6018	18	17,000	—	Saigon
*Châteaufort	French gunboat	525	4	438	Captain V. Poldone	Hongay
*Châteaurenault	French gunboat	680	10	900	Commander Lottel	Haiphong
Duclos	French cruiser	4000	31	9500	Commander L'Est	Shanghai
D'Assas	French cruiser	350	7	903	—	Saigon
Estoc	French gunboat	9378	36	20,200	Lieut. Jehenne	Haiphong
Froude	French destroyer	307	7	300	—	Shanghai
Gueydon	French gunboat	1250	6	2900	Lieut.-Comdr. Beaussant	Shanghai
Henri Rivière	French destroyer	9700	12	19,600	Commander Le Gollou	Shanghai
Javeline	French gunboat	4015	27	8500	Captain Oros	Shanghai
Kersaint	French cruiser	1796	10	1700	Capt. Houtet	Shanghai
*Montcalm	French cruiser	1796	10	1700	Comdr. Bon	Shanghai
Olry	French cruiser	4015	27	8500	Comdr. Senes	Shanghai
Paschal	French cruiser	9457	36	20,000	—	Saigon
Redoutable	French cruiser	1796	10	1700	Capt. Vincent	Saigon
Styaz	French cruiser	9853	—	20,000	Captain Guibertau	Shanghai
Sully	French gunboat	629	2	900	Lieut. Holgue	Shanghai
Surprise	French gunboat	—	—	—	—	Yangtze
Takiang	French gunboat	6150	23	4500	Captain Blondel	Saigon
Vauban	French cruiser	123	7	500	Lieut. Carol	Hongkong
Vigilante	French gunboat	—	—	—	—	—
Bossard	German cruiser	1857	15	2300	Comdr. Huss	—
Fatherland	German cruiser	11,000	38	14,000	Capt. Von Buelow	Shanghai
Fürst Bismarck	German flagship	1776	15	2369	Captain Prowe	Shanghai
Goier	German cruiser	6230	34	10,000	Comdr. von Studdits	Tsingtau
Hansa	German cruiser	6500	37	10,000	Capt. Schroeder	Tsingtau
Herta	German gunboat	900	10	1300	Capt. Baron Schimmelmann	Shanghai
Idis	German gunboat	1000	10	1300	Comdr. Baron von M. Hüllessem	Tsingtau
Jettar	German gunboat	850	10	1344	Comdr. Willbrandt	Tsingtau
Luchs	German gunboat	1009	8	875	Comdr. Krensch	Tsingtau
Möwe	German gunboat	1640	15	2800	Comdr. von Grumbkow	New Guinea
Scander	German cruiser	2620	24	8000	Comdr. Persius	Tsingtau
Seeadler	German cruiser	900	10	1300	Captain Voit	Shanghai
Thetis	German gunboat	170	5	1300	Comdr. Deinwling	Amoy
Tiger	German gunboat	—	3	500	Comdr. Giöbber	Canton
Tsingtau	German gunboat	—	—	—	Lieut. Scharf	Yangtze-River
Verwarte	German gunboat	—	—	—	—	—
Elba	Italian cruiser	2300	10	7471	Captain Bona	Shanghai
Marco Polo	Italian cruiser	3600	—	—	Captain Presbitero	Shanghai
Puglia	Italian cruiser	2498	29	7000	Capt. Pasotto	Chemulpo
Adamastor	Portuguese cruiser	1980	14	4000	Captain d'Antas Ribeiro	Shanghai
Dia	Portuguese gunboat	730	—	—	Captain Coutinho	Hongkong
Vasco da Gama	Portuguese cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	Shanghai
Alouet	Russian gunboat	810	8	730	Comdr. Guintr	Vladivostok
Amur	Russian cruiser	2800	5	4700	Comdr. Gratchefskoff	Port Arthur
Askold	Russian cruiser	6300	27	24,000	Capt. Raitshchekin	Port Arthur
Bayan	Russian cruiser	7800	10	16,500	—	Port Arthur
Bobre	Russian gunboat	1050	8	1150	Comdr. Erjokovitch	Port Arthur
Bogatyr	Russian cruiser	6640	12	13,500	—	Port Arthur
Diana	Russian cruiser	6731	6	8000	—	Port Arthur
Digul	Russian gunboat	1456	3	1700	Capt. Nasarovsky	Port Arthur
Dzhigank	Russian gunboat	600	9	3600	Comdr. Tourchik	Port Arthur
Gremislatchy	Russian gunboat	1490	6	2000	Comdr. Ziganzky	Port Arthur
Gromobol	Russian gunboat	12,334	44	14,500	Captain Jessen	Vladivostok
Gulailak	Russian gunboat	1334	6	1000	Comdr. Shumof	—
Korsets	Russian gunboat	9123	7	1500	Comdr. Novakowsky	Sunk
Mandjour	Russian gunboat	1284	7	1400	Commander Crown	Shanghai
Novik	Russian cruiser	3000	6	17,000	—	Port Arthur
Ovaygy	Russian gunboat	1490	6	2000	Comdr. Vasiloff	Port Arthur
Pacovitch	Russian battleship	12,874	15	14,500	Captain Koroleff	Sunk
Petrovlovsk	Russian battleship	10,960	18	10,000	Captain Jakovloff	Damaged
Pobeda	Russian battleship	15,874	15	15,500	Capt. Zetarsching	Port Arthur
Poltava	Russian battleship	10,960	16	10,000	Captain Oseroff	Port Arthur
Rasboryniz	Russian cruiser	1334	10	1788	Comdr. Liven	Port Arthur
Retvian	Russian battleship	12,902	16	15,000	—	Ashore (?)
Roseta	Russian protected cruiser	12,500	68	17,000	Captain Bepalrannepoff	Vladivostok
Turk	Russian protected cruiser	10,923	26	13,250	Capt. Matsuevich	Vladivostok
Servatovsky	Russian battleship	10,960	16	10,000	Captain Bepalrannepoff	Port Arthur
Silatch	Russian gunboat	950	2	1125	Captain Bepalrannepoff	Port Arthur
Sivooth	Russian gunboat	1930	8	1120	Lieut.-Comdr. Ivanoff	Port Aranz
Vesnik	Russian gunboat	820	9	8300	Capt. Ginter	Newchwang
Zabiyaka	Russian cruiser	1220	15	1194	Comdr. Zagoritsky-Klasek	Port Aranz
Albany	U. S. cruiser	3789	28	7500	Capt. Dyer	Cavite
Annapolis	U. S. gunboat	1000	12	1227	Capt. Rohrer	Shanghai
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. G. Williams	Shanghai
Baltimore	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irvine	Shanghai
Cull	U. S. gunboat	2	6	600	Lieut. Demaker	Canton
Chamway	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. F. Jessop	Shanghai
Cincinnati	U. S. cruiser	3215	19	7500	Comdr. Hugo Osterhouse	Shanghai
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. W. E. Arnold	Shanghai
Decatur	U. S. gunboat	560	10	6000	Lieut. H. W. Knox	Shanghai
Elcano	U. S. gunboat	1392	8	1988	La-Comdr. J. Hood	Shanghai
Helena	U. S. monitor	3990	6	3000	Capt. P. E. Sawyer	Hongkong
Hamadzan	U. S. monitor	4084	4	4000	Comdr. J. M. Mahan	Shanghai
Monterey	U. S. monitor	3247	20	7603	Comdr. J. B. Milham	Shanghai
New Orleans	U. S. cruiser	10,285	45	11,111	Commander G. B. Harber	Shanghai
Oregon	U. S. cruiser	3427	3	250	Captain Burwell	Shanghai
Panama	U. S. gunboat	201	3	250	Ensign J. E. Bass	Cavite
Parana	U. S. gunboat	201	3	250	Capt. Bennett	Cavite
Rainbow	U. S. cruiser	4000	14	—	Capt. J. B. Collins	Manila
Salish	U. S. cruiser	3213	18	7500	Comdr. Marshall	Shanghai
San Francisco	U. S. cruiser	4098	27	9913	Captain Very	Cavite
Vicksburg	U. S. cruiser	1000	15	1118	Commander Marshall	Cavite
Villabona	U. S. gunboat	3247	3	330	Lieut. H. A. Wiley	Shanghai
Wilmington	U. S. gunboat	1807	8	1894	Commander A. W. Dodd	Manila
Wisconsin	U. S. flagship	12,000	50	13,609	Captain Oliver	Shanghai

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A Whisky that is perfect with 'TAN.'
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MEMOS. FOR TO-MORROW.
Meeting.
9 p.m.—Meeting of Zealand Lodge.

General Memoranda.

FRIDAY, September 2—
9 p.m.—Promenade Concert on Victoria Road.
9 p.m.—Auction of Crown Lands at the Public Works Department's Office.
9 p.m.—Auction of Sports of V.R.C. in Club Enclosure, Austin Road, Kowloon.

THURSDAY, September 29—
Transfer Bank of S. Watson & Co., Ltd., closed from this date to 8th October inclusive.



**A. S. WATSON & CO.,
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ESTABLISHED 1841.

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GREAT AGE,
being thoroughly matured and Superior Quality
Uniformly Maintained.

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A. S. WATSON & Co., Limited.
ALEXANDRA BUILDINGS.

BIRTHS.

On August 24, at No. 2, North Thibet Road, Shanghai, the wife of ACHILLE RIVA, of a Daughter.

On August 24, at No. 10, Markham Road, Shanghai, the wife of J. G. W. SCHROEDER, of a Daughter.

On the 26th of August, at 21, Markham Road, Shanghai, the wife of H. E. McCANN, of a Daughter.

The publication of this issue commenced at 5.30 p.m.

The China Mail.
HONGKONG, WEDNESDAY, AUGUST 31, 1904.

THE REPUBLICANISM OF CHINA.

There are no sanitary laws to 'bother' the individual in China. If it is not convenient to carry a coffin away just yet, the corpse may be left packed away in the common room, or even in the street, if there is a convenient unobstructed corner for it. Chinese coffins are so solid and well stanchioned that the question of offensive smell rarely arises; moreover John Chinaman seems 'immune' in the matter of stench. In case of deaths on a whole scale from plague, the natural common sense of the people impels them to carry the coffin away at once; probably the neighbours would assist, even the officials might move if the parish requested it. In 1891 the Viceroy of Canton declined to interfere with 'disting' when asked if, as to privies, retiring-places, sewers, 'buckets,' and so forth, there is absolute liberty, and even license, according to the customs of the place. The north is dirtier than the south, for the temperature and atmospheric conditions allow in Peking what would be intolerable in Canton. In any case it is the people themselves, and not the officials, who give the cue. Where restrictions are placed upon lepers, such restrictions come originally from the people or municipality; if an official occasionally issues a proclamation on this or other sanitary matter, it is either at the specific request of the parishes, or because custom has sanctioned such initiatory action. There is no attempt ever made to segregate plague, cholera, small pox, fever or other contagious cases. Leprosy is absolutely the only malady which strikes with real alarm; and here popular opinion is strict and unrelenting—so far as it goes, which is not so far as with us. The cruel excess of precaution practised by the Cape Government would not be tolerated in China. There are no illegitimacy laws, and even the honorific restrictions are very slight. The rule is that a man starts off in his career with a wife, or, rather, his parents start him off, whether he likes it or not. The children by this wife are the only ones who can inherit any official title, and they rank in an honorific and nominal sense above the children of all secondary wives. Having once constructed a family, the man may then take as many concubines as secondary wives as he can afford to buy, 'truck' for, or keep; and in the absence of special reasons, all these children are as legitimate and capable of property inheritance as the children of the first or formal wife. Even 'stray' children are legitimate, whoever the mother may be, if the father 'recognises' them as his. In a sort of way the formal wife is the 'mother' of all the children; but there are so many complications connected with the need of an heir, incurring for various degrees of 'motherhood,' acting as husband for two related wives, etc., etc., that we cannot do more here than enter into general principles. So far as morality and public opinion is concerned, a man may have a hundred wives; and old wives of 80 may 'marry' a slave girl of 13 to cheer up his declining spirits; a son may introduce concubines into his father's own house; either father or son may (with decent precaution) sell or even 'get rid of' a wife or concubine; especially if she be a childless one, and especially if no influential relatives are likely to interfere. In a word, a Chinese is almost as much master of his own 'harem' as of his own pigsty. And yet, with all this, monogamy is the rule with the poor and unobtrusive classes; even rich men rarely indulge in more than two or three secondary wives; and in practice things are not half so bad as we monogamists imagine them to be.

Every man is as good as his neighbour in China (the three exceptions will be stated further on). Any peasant lad, shop-boy, or labourer, who chooses to study may rise to be a Viceroy; that is, absence of 'birth' alone will not disqualify or discredit, and birth alone

brings no privilege. There is absolutely no caste feeling. To be a merchant is the same as to keep a shop. No man is ashamed of the poverty of his relations, except in so far that it is a shameful thing for an individual to leave his parents (except at their own choosing) worse off than he is himself. The well-born castes of Germany and the peerages of England are alike impossible in China; the Emperor's commission as an officer and a gentleman is the only title to rule or to legislate. The Manchus have certain privileges at examinations because they are comparatively ignorant, and because they are of the Tartar ruling race; the sons of officials who have died in the service of the state have also some, but fewer, of the same privileges; in both cases the motive is nobler than that under which the sons of British peers possess immunities at our universities. A civilian or soldier may be an Earl; Viscount; or Knight; but whatever official rank that hereditary or 'ornamental' rank comes last, after the recital of his official status, and amongst the 'mentioned in despatches' 'distinguished service marks' and so on. The Englishman's 'love of a lord' has no existence. No one cares a jot whether a man is 'noble' or not unless he be at the same time an official, or at least rich, or a local magnate or land-owner. The above mentioned three exceptions to equality are (1) barbers, because they handle the persons of others; (2) play-actors, because they take women's parts, and are often grossly immoral; (3) yamen-runners, because they are torturers, 'publicans' and sinners. Some of the best population are also under a mild ban. In cases of this sort three generations must pass before the 'attainted' blood is clear: i.e. every man, in producing his papers on entry into the official career, must show that he himself, his father and his grandfather, in some cases even his great-grandfather have not been actor, barber, or police runner. In practice, however, this stringent theoretical rule is waived in the case of any decent studious man. There is perfect liberty as to burial places. A man can, and many men do, bury parents and relatives in the 'back-garden.' It is rare for a grave to be desecrated, wherever it may be, unless it is for motives of robbery, extortion, or public convenience. The Jesuit missionaries of Hainan Island were much detested in their time, yet I found their abandoned graves, two hundred years old, standing unharmed in melon fields, the neighbouring ground closely tilled up to the foot of the mounds. There are no public burial grounds except for paupers or foreign religions: every man buys his own cemetery and no one ever needs a license to bury.

LOCAL AND GENERAL.

Letter from Andre.

London, August 2nd.—A bottle containing a letter from Herr Andre, the aeronaut, who sought to reach the North Pole by means of a balloon, has been found on the Island of Spitzbergen.

Lhasa Authorities and British Terms.

Calcutta, August 17.—A telegram from Lhasa, dated 11th August, states that the situation is somewhat easier. Supplies are coming in more freely and the Tibetans are inclined to consider our terms favourably. They are in possession of the draft Treaty and a formal reply is shortly expected. It is reported that the main objection is to the amount of the indemnity. Meanwhile, Col. Younghusband has succeeded in renting a large house and garden in the vicinity of which our forces will be moving to-morrow. The Dalai Lama is reported to be watching events from the Monastery, eight marches away, but is prepared to flee further in case we advance. Our force continues to suffer the greatest discomfort, owing to the steady rain turning our camp into swamps. What is worse, signs of the coming winter are already apparent. The evenings are now quite cold. Last night heavy snow fell on the surrounding hills.

Nippon Yusen Kaisha's Handbook.

The enterprising Nippon Yusen Kaisha has forwarded us a copy of their 'Handbook of Information for Shippers and Passengers by the Steamers of the Nippon Yusen Kaisha.' The exterior of the book is very tastefully designed, on the cover being two embossed yellow chrysanthemums. The book contains 347 pages of letterpress dealing with the ports of call, currency rates, customs, and the hundred and one other items of value to shippers and tourists. Numerous illustrations are scattered throughout the book, and maps of the routes traversed are included. The publication is one that will prove of great value to all firms and passengers. The issue of the book shows that the Company is still very much alive, severely though it is suffering owing to the war. All will be pleased when the Nippon Yusen Kaisha has all of its services of steamers running again.

THE GREAT SUCCESS OF Chamberlain's Colic, Cholera and Diarrhoea Remedy in the treatment of bowel complaints has made it standard over the greater part of the civilized world. For sale by all Dealers; WATKINS & Co., Ltd., General Agents.

LOCAL AND GENERAL.

Notes by the Way.

Piracy is rampant off Paitaiho.

The total Russian force at Mukden is said to be now 102,000.

The English Mail of the 30th July was delivered in London on the 28th Aug.

All the hospitals at Harbin are full, and the Red Cross nurses are much pressed for room.

Mr W. A. Hayward, Assistant Master in the Raffles School, Singapore, died on August 22 at Singapore.

The Japanese are turning out sleepers by the shipload for the Seoul-Fusan railway from the captured Russian saw-mill at Yongampho.

The *China Times* says that the electric light on the French Concession at Tientsin went out with a sloop at 9.30 p.m. on the 19th, what time a sudden squall brought down the circuits and stopped the performance. The electric current struck work, and the Circus people lost a \$3,000 house.

New Ambassador for Paris.

The Hon. Sir Francis Leveson Bertie, the British Ambassador at Rome, has been appointed to Paris.

Usher of the Black Rod.

Admiral Sir Henry Stephenson, K.C.B., has been appointed Gentleman Usher of the Black Rod, in succession to the late General Sir Michael Biddulph.

Bonfires in the Street.

Twelve Chinese were fined \$5 each at the Magistrate's court this morning for making bonfires in the public street. Mr H. H. J. Gompertz cautioned the defendants, and pointed out that they might have caused a serious conflagration.

Fined \$500.

A number of fines were inflicted at the magistracy this morning on Chinese charged with illegal possession of opium. The fines ranged from \$6 to \$500, the man who was ordered to pay the latter sum having been found with 17 mace of opium in his possession. The opium was discovered by an excise officer at the bottom of a basket in which defendant was carrying some vegetables.

Band at Kowloon Hotel.

By kind permission of Lieut.-Col. Jremonger and Officers, the Band of the 33rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, to-morrow evening (weather permitting):—

March—'Field Service'.....Ord Hume
Overture—'Tancréd'.....Rossini
Selection—'The Bohemian Girl'.....Baile
Intermezzo—'Pendant le Bal'.....Gillet
Selection—'Reminiscences of the Plantation'.....Chambers
Valse—'The Chrysanthemums'.....Phelps
Two Steps—'Mamelin Mose'.....Thurhan
GOD SAVE THE KING.

Alleged Stabbing.

Some trouble occurred amongst a number of Chinese occupying a house in Queen's Road last night, as a result of which one of their number appeared at the Magistracy, this morning, charged with assault. A Chinese constable stated that he saw the defendant running along the street, and on inquiring what him that he had been stabbed by the defendant. He then brought the defendant to the Police Station, but did not see any wound on his accuser. The case was remanded for a week.

A Chinaman Assaulted.

A Chinese shop assistant, who had been paying a visit in Queen's Road West, last evening, was set upon by three of his countrymen on his way home, and appears to have had a rather rough time. He sought safety in flight, but was soon overhauled, and his captors knocked him about and tore his clothes before anyone came to his rescue. The three men were brought up at the Magistracy this morning on a charge of assault and explained that they had attacked the complainant because he had stolen a 'lad' in whom they were interested. Mr H. H. J. Gompertz held that this was not sufficient justification for their conduct, and ordered them to pay a fine of \$10 each, and to be bound over to keep the peace for three months.

The Bishop of Macao.

The Right Rev. Dom Joao Paulino d'Azevedo e Castro, Bishop of Macao, arrived by the *Bayern* yesterday evening from Singapore on his way to Macao. While in Singapore the Bishop was entertained to a performance by the girls of the Portuguese Convent, and to a picnic round the island in the steam tug *Bangkok*. This was his first pastoral visit to Singapore and Malacca, and the Bishop created a very favourable impression amongst the Padres, who regard him as the best Bishop they have had. He leaves for Macao in the gun-boat *Diu*.

EVERY COMMUNITY has been benefited by the introduction of Chamberlain's Colic, Cholera and Diarrhoea Remedy into this country. There is scarcely a neighborhood but that someone can be found whose life has been saved by its use. It is the best known medicine for all forms of stomach and bowel trouble. It never fails to give immediate relief and can always be depended upon. For sale by all Dealers; WATKINS & Co., Ltd., General Agents.

LOCAL AND GENERAL.

Notes by the Way.

Piracy is rampant off Paitaiho.

The total Russian force at Mukden is said to be now 102,000.

The English Mail of the 30th July was delivered in London on the 28th Aug.

All the hospitals at Harbin are full, and the Red Cross nurses are much pressed for room.

Mr W. A. Hayward, Assistant Master in the Raffles School, Singapore, died on August 22 at Singapore.

The Japanese are turning out sleepers by the shipload for the Seoul-Fusan railway from the captured Russian saw-mill at Yongampho.

The *China Times* says that the electric light on the French Concession at Tientsin went out with a sloop at 9.30 p.m. on the 19th, what time a sudden squall brought down the circuits and stopped the performance. The electric current struck work, and the Circus people lost a \$3,000 house.

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HIDDEN TREASURE.

A QUARTER OF A MILLION FOUND.

Removed from Pretoria.

London, August 30.

Reuter's Johannesburg correspondent states that buried treasure, estimated in value at £250,000, which was removed from Pretoria before Lord Roberts' entry, has been discovered beyond Spelonkan.

The Transvaal Government is to receive half of the treasure.

SUPREME COURT.

IN BANKRUPTCY.

(Before His Lordship, Sir H. S. Bickley, Acting Chief Justice.)

Wednesday, August 31.

In the bankruptcy action Li Shueung vs. the debtor, the following issues between Li Shueung King Chuen and Luk Shau Ip and the trustees in bankruptcy of Li Shueung arose:—

Whether the document registered in the Land Office by Memorial, No. 27,346, on March 29, 1901, constituted a valid lease or agreement for the lease for 30 years of the Wing Fung Tai shop at \$72.50 per month. What was the interest of Leung King Chuen and Luk Shau Ip at the present time in the house, No. 19 Jervois Street, Marine Lot 6a.

Accordingly, to-day was set apart for the deciding of both points.

Mr M. W. Slade (instructed by Mr H. K. Holmes) represented Leung King Chuen and Luk Shau Ip, and Mr H. E. Pollock, K.C., appeared for the trustees in bankruptcy of Li Shueung.

Mr Slade stated that they appeared on the trial of two questions directed by His Lordship, Sir W. M. Goodman, to be tried in the Bankruptcy Court. There was no direction contained on the order as to who should be plaintiff in the trial.

Mr Pollock—The Chief Justice expressed his opinion that the burden of proof was on your clients.

Mr Slade submitted that he held the property under a lease which was held to be valid, and it was the Trustees that was disputing the validity of the document; they, therefore, should be plaintiffs.

Mr Pollock submitted that as Mr Slade's clients were trying to establish their claim to the bankrupt's estate they should be the plaintiffs.

After further argument.

Mr Slade pointed out that his clients were in possession, had been in possession for some considerable time, and that any one who assailed their position as lessors of the property must be plaintiffs in an action.

The Chief Justice—If this was an ordinary case your argument would be unanswerable. What I find is that the Chief Justice (Sir W. M. Goodman) directed the trial of these two questions to establish the validity of the document, and I think that it is upon you to prove your case.

Mr Slade—As your Lordship pleases.

Mr Slade then went on to detail the circumstances under which the lease was granted. It appeared that in 1895 Li Wun, father of the bankrupt, was the owner of the Marine Lot on which No. 19 Jervois Street was situated. He was also owner of the Cheung Leung shop, which was managed by Li Mun's brother. In October 1895 Li Mun leased No. 19 Jervois Street to the Wing Fung Tai shop for thirty years. The Wing Fung Tai was now owned solely by the plaintiffs. They entered into possession under the lease, and in 1900 Li Mun tried to eject them, on the allegation that they were monthly tenants and had not complied with lawful notice to quit. The Wing Fung Tai shop defended the action on the ground that they were in possession of the premises for the unexpired portion of the thirty years under the lease of October 1895. Before the action came on Li Mun died, and Li Shueung, the debtor, was made plaintiff as executor of his deceased father. When the action was tried in 1901 before Sir John Carrington the one question was the validity of the lease. It was admitted on behalf of the Wing Fung Tai that unless they could establish their lease the plaintiff was in the right and could eject them. In the end His Lordship held that the lease was valid and existing and gave judgment for the defendants.

The Chief Justice—Then there is no need for this trial?

Mr Slade—Exactly what I say.

The Chief Justice—Read the judgment.

Mr Slade—The judgment is contained in the words 'judgment for defendants.'

Mr Pollock disagreed, and His Lordship requested that the records of the case be put in.

Mr Pollock submitted that the position of Li Shueung in respect to the property was different to that which he held at the time the action in 1901 was decided.

Mr Slade said that it was immaterial what position Li Shueung was in; the lease was valid, and would have been the same had Li Mun been still alive.

After argument as to the position of Li Shueung, His Lordship asked if a judge had already decided that the lease was valid, would it not remain valid and binding with Li Mun's successors?

The further argument was adjourned until 12 o'clock to-morrow.

The Straits Currency.

To-day is the last day in the Straits Settlements upon which British, Hongkong, or Mexican dollars will be legal tender.

£2,050 for a Necklace.

Some high prices were paid at Christie's recently when the jewels of the late Mr Charles—Moss-Cockle—of 101, Oldmead square, and the late Mrs Kerr, of Acconington, and other properties came up for disposal. A total of about £10,000 was realized. A pearl necklace, composed of forty-nine well-matched and graduated pearls of fine Orient, sold for £2,050; a brilliant 'solitaire' necklace, composed of thirty-nine graduated brilliants, brought £1,000; another composed of forty-five graduated brilliants, £780; a brilliant cluster necklace, composed of twenty graduated clusters, £570; and a brilliant collar necklace, composed of forty-two fine graduated brilliants, £740.

Capture of a Blotched Runner.

Tokyo, August 25.

The Japanese have captured a French steamer from Port Arthur with her cargo, and she is to be brought to Saeki.

BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]
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THE RUSSIAN CRUISERS.

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OFFICERS KILLED.

Route's St. Petersburg correspondent wires that General Boutkovsky and Colonel Dorabene were killed during the retreat at Liangyang.

Land Fighting at Port Arthur.

Chengfo, August 26.

A native junk which left the vicinity of Laoshan on the 22nd inst. reports:—At midnight of the 26th instant the fort at Chiao-cheng-kou had been destroyed by the Japanese and the powder magazine had also been burnt on the 21st instant. The Japanese are now at the eminence near Chiao-cheng-kou and between the eminence and Chiao-cheng-kou there is no Russian defence works. However from the place about four or five Chinese li east of those places called Lamuchukoh and from the fort on the Payashan three Chinese li west of those places the Russians are pouring artillery fire upon the Japanese and that prevents the advance of the Japanese. There is a defence work in the form of a moat between Chiao-cheng-kou and Port Arthur. The Russians are occupying the submarine mines they had laid in the harbour and are preparing to take refuge on board the warships when threatened by the Japanese land force. According to the Russian soldiers there are over 5,000 Russians wounded. Japanese shells reached Golden Hill. On the morning of the 23rd instant, cannonading was incessantly heard by the junk, but after that the junk being at a distance no more cannonading was heard.

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THE 'NOVIE'S' CREW.

Arrive at Vladivostok.

London, August 28.

It is announced in St. Petersburg that the crew of the *Novik*—which vessel was destroyed at Saghalien by the Japanese—have arrived at Vladivostok.

A RUSSIAN ROUT.

FIGHTING NEAR LIAOYANG.

A Three Days' Attack.

[JAPANESE OFFICIAL TELEGRAM.]
Tokyo, August 30, 1904.

It is reported of the engagements in the direction of Liangyang that the first Army commenced an attack on the 25th instant on the enemy, who were strongly posted on the steep mountain ridges twenty-three miles south-east of Liangyang.

On the night of the 25th instant our Army's central column, after a bayonet charge by the infantry, succeeded in carrying the enemy's position on that side.

The enemy's right and left wings, however, continued to offer desperate resistance.

On the following morning severe fighting was resumed, and the enemy's resistance remained unabated. During the night our right column, after a sanguinary engagement, carried the enemy's left wing, capturing eight guns.

On the 27th instant our whole column resumed the attack, and by sunset the entire line of the enemy's position had fallen into our hands.

Our casualties are estimated at 2,000. At the same time our other armies marched upon Anshantien, from which town the enemy retired without offering any resistance.

Our armies pursued the enemy, while our detachments intercepted them. Thereupon the enemy fled towards Liangyang in utter confusion, apparently having suffered considerable damage from our fire.

We also captured eight field guns, ammunition, and many carts.

DESPERATE FIGHTING.

London, August 29.

Reuter's correspondent at St. Petersburg wires, General Sakaroff telegraphs that on the 27th instant six guns were abandoned during the retreat after Friday's fighting. The Russian losses are not yet ascertained, but exceed 1,500. There were many sword, bayonet, and revolver wounds showing the closeness and the desperate character of the fighting. The Japanese turning movement and the enfilading fire of their guns caused the Russians to retire to a new position. The Japanese assumed the offensive (I resumed the offensive) on Saturday afternoon; their attacks were characterized by extreme fanaticism.

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The Beauty of Patience.

TOKIO, August 25.
In well-informed circles in Tokyo patience as regards the capture of Port Arthur is being urged. There are indications that the resistance will be stubborn, and the difficulties of attacking a fortress are not generally realized.

News from Fort Arthur.

CHERSON, August 25.
It is stated that nearly all the forts on the Port Arthur defence line are now in command of the Japanese, but as an excavation 11 feet wide and 16 feet deep surrounds the town from the east of the railway line to Golden Hill, even if the Japanese infantry began the assault on the 23rd, it would necessitate a two days' engagement to reach the town, where further to-day or to-morrow a hand-to-hand fight will take place. A further two days' engagement would probably be required for the capture of the last defensive position on Tiger Hill, where General Stossel is expected to fight to the last.

Situation at Shanghai.

Yuan Tsai-tai, Shanghai, received a despatch from the Russian Consul-General regarding the disarmament of the *Asold* and the *Grossow* on the evening of the 24th and the *Tsoud* had at once referred to the Russian Admiral through the Russian Consul General regarding the way of carrying out the disarmament according to the rules laid down by the Chinese Government, which are the following six items:

1.—Both the *Asold* and *Grossow* shall haul down their pennants and ensigns, etc.
2.—All the arms and ammunition as well as necessary machinery be removed from the two warships and be kept in charge of the Chinese authorities.
3.—When the disarmament, etc., referred to in item 2 had been effected upon the *Asold* and the *Grossow* the two warships will be under the protection of the Chinese authorities till the end of the war, and before the war is ended under no circumstances can China consent.

4.—The crew of the *Asold* and the *Grossow* shall reside in limited quarters ashore and cannot go round and live freely outside such limited quarters. When they leave for home each date shall be fixed after due consultation with the Russian Consul General.

5.—The Commander of the two warships shall sign a letter of oath to the effect that the crew of the two warships will not participate in the war. Such letter to be lodged in the hands of the Shanghai Government and be kept on record at the Chinese Government and the Russian Consul General.

6.—After completing the disarmament of the two warships the Russian Consul General with the Commander of Customs, as in the case of the *Mandarin*, shall jointly make up a report upon the same so as to report the matter to the Russian Government after they had personally inspected the disarmament and verified its completion.

General Hsu of Yu Shan had been instructed by the Viceroy Wei Kwantao to attend to the disarmament of the two Russian warships with the *crusiers Krasnaya, Tsoudeu and Kingkong*.

On the 26th instant the Shanghai Tsai-tai wrote to the Japanese Consul General and the U. S. Consul General to the effect that the Russian warships voluntarily desired to disarm in accordance with neutral laws and that China protects these two warships.

Though the Russian warships hauled down their flags yesterday, yet the date of disarmament has not been decided and it is expected that they will commence to disarm on the 27th instant.

Wuoung letter to Sir Wm. P. says that since the Russian warships came to Shanghai there has been great activity in the movements of foreign warships at Wououng and the Commissioner has ordered the British master's office to establish a telephone between Wououng station light house, Changkaiyang customs station and Harbor master's office at Wououng, and also with Shanghai Customs and thus facilitate the reporting of the movements of foreign warships.

Probable Strength of the Opposing Forces.

London, August 16.—A special cable from the *Pioneer's* correspondent, dated London, 15th August, says that the *Times* estimates the total Russian loss at 32,500 killed and wounded, with 113 guns and 18 armaments. It further estimates General Kuropatkin's present strength at 132,000 men and over 400 guns, opposed to 220,000 Japanese, with 600 guns. It also comments upon the superiority of the Russian (Y) quick-firing field guns in range, weight and rapidity of fire.

Advice to General Kuropatkin.

The *Times's* correspondent at Moscow says that the *Moscow Herald* urges General Kuropatkin to initiate Suworoff, a famous Russian General of the 18th century, and not give quarter nor take prisoners, but destroy the Japanese vipers, regardless of the *Gazette's*, to battle Russia with thousands of prisoners, who are likely to spread dysentery, typhus, and cholera among the Russian troops. The Russian clerical newspapers describe the Mikado of Japan as the Anti-christ of Prophecy, and declare that the Japanese ought to be exterminated like the ancient Canaanites. The *Ven* predicts that Russia will realize prophecy, and establish God's Kingdom on earth.

Not Blockade Runners.

The *Times* (July 29) publishes the following letter from Sir Thomas Sutherland:—
I observe that in one or two newspapers reference is made to 'blockade running' in connection with the seizure of British steamers in the Red Sea, as if shipowners were securing large freights in consideration of the risks which they knew that they were running.

In view of such insinuations, it may be a matter of interest to the public to learn that the average freight for weight cargo obtained, either from Antwerp or London, by the *Malacca* and *Formosa* to Japan (the two P. and O. steamers seized by the Russian Volunteer ships) amounted to 25s. per ton for a voyage of 12,000 nautical miles. It will be admitted that this does not look like blockade running.

As to the general question of contraband of war, it seems abundantly clear that, if we admit the principle that belligerents may declare anything or everything as contraband (which is practically what Russia seems to aim at), we, the chief carrier of Power of the world, must sustain a fatal injury in so doing. It is our greatest national duty.

Surely the time has come when Great Britain, while upholding the right of search for munitions of war, should declare that she will not allow captures of vessels which are not engaged in carrying on a trade of this illegitimate character. The present moment seems to be an opportune one to send a declaration of this nature. I have little doubt that America and Germany would join us in doing so, but Great Britain should set the example.

CORRESPONDENCE.

WHERE TO SHOOT?

To the Editor of the 'CHINA MAIL.'

Hongkong, August 31st, 1904.

DEAR SIR,—I see from a Government

Notification that His Excellency is proposing to raise a Hongkong Volunteer Reserve Association and that they will when formed have the use of the Volunteer and Police Range on many days in the week and the right to use the Range at all times when not otherwise occupied.

I wonder if His Excellency has yet visited the aforesaid Volunteer and Police Range, and if so, how many members he expects will ever avail themselves of this opportunity for rifle practice.

I know from my experience as Secretary of the Hongkong Rifle Association that there are very few enthusiastic riflemen among the civilians here, and one needs to be very enthusiastic to climb up to the firing point of the range in question; and further, as a volunteer, I know that since the opening of the range the attendance at our Monthly Cup Shoots has steadily declined until these Competitions have practically lapsed. I venture to say that within six months of the formation of the proposed Reserve there will not be half a dozen members thereof voluntarily using the range.

There exists at the present moment a range, which now that it is practically free from Naval and Military use, is eminently suited for the purpose of Civilian practice in Rifle Shooting. I refer to the Association Range at Kowloon, which is now about to be closed on account of the laying out of the King's Park, and which, as you suggested in your letter of the 22nd inst., should by some means be preserved for the Rifle Association, who, I am sure, would be only too glad to join with the Volunteer Reserve in its use and upkeep.—I am, Dear Sir, Yours faithfully,

MOWBRAY'S, NORTHCOLE.

[H. E. the Governor may rest assured that he cannot get advice on the above subject from any one who knows more about it than Mr. Mowbray Northcole.—P. C. M.]

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though practically a beast of burden, is a human being. Why should he not be treated with sympathy? The white community are supposed to be men and a civilized race, but is inhumanity towards an unfortunate fellow-man part of their civilization?—I am etc.

LIGHT WAHR!

['Light Wahr' seems to us to overlook the fact that coolies are not compelled by force to follow the occupation of chair bearers or ricksha pullers. Neither are they driven to that work by force of circumstances. They take it up because of what they can make out of it. Furthermore, the Government took into consideration the coolies' obligations when they drew up the schedule of rates. And we know that the schedule of rates are almost invariably exceeded by the 'Christian for signer,' if not by the native literate.—Etc., C.M.]

CANTON NOTES.

(From Our Own Correspondent.)

THE INDIAN MURDERER.

CANTON, August 30.

The Indian who was sentenced to death in June last for murdering a fellow Indian at Saitan was hung in the precincts of the Consular Gaol on the Shamenee yesterday week, shortly after 6 a.m.

The date of the execution was withheld from the public and it was difficult to ascertain at what date it would take place. After the execution the body was taken down to Whampoa and buried there. As far as can be ascertained this execution is the first that has taken place on the Shamenee, and it is to be hoped that it will be the last. The executioner was an official from Hongkong.

We experienced the effects of the recent typhoon here in the shape of heavy rain, very strong winds and a fall in the temperature.

FIRE AT HOSAN.

Shortly after two p.m. yesterday a fire broke out at Hosan Point, near the Customs Buildings. From the outbreak it was thought likely the fire would be responsible for considerable damage, especially as it began to spread towards the Customs House. Effectual measures were taken to prevent the fire from reaching these buildings, and inside of two hours it was extinguished. The damage is believed to be but slight.

GENERAL.

The Gunboats in port are the French *Vigilante* and *Argus*, and the German *Tampan*.

I hear that Consul-General James Scott is to leave for home in September. He will only remain absent about two months, as he is due to resume his Consular duties early in November.

THE HONGKONG WHARF AND GODOWN COMPANY, LTD.

Increase of Capital.

An extraordinary general meeting of the Hongkong Wharf and Godown Company, Limited, was held at Messrs. Jardine, Matheson and Company's offices at 12.15 p.m. to-day.

The Hon. W. J. Gresson was in the chair, and there were also present Sir Paul Chater, Messrs. A. Haupt, N. A. Siebs, E. S. Whisler, A. J. Raymond, E. Shellin, G. A. Wood, E. Goetz, E. A. Hewitt, C. H. Thompson, H. Schubart, J. R. Michael, T. F. Hough, J. M. Grace, J. F. Grace, J. R. M. Smith, I. S. Lewis, H. C. Wilcox, R. C. Wilcox, Hon. Gershom Stewart, Ho Fook and E. Osborn (Secretary).

The Secretary read the notice convening the meeting.

The Chairman—Gentlemen, this meeting has been called for the purpose of obtaining your consent to an increase of capital, a step which has been taken in view of our recent issue falling due for re-payment on 30th September, and to provide funds for further extensions.

The financial position of the Company is broadly as follows:—Our real estate property comprising land and buildings costing \$2,706,367, according to a valuation made by the Company's Architects, would be valued at \$4,183,238, and probably if re-valued to-day would reach a considerably higher figure. We also possess in Wharves, Railways, Launches, Lighters and Machinery additional assets to the extent of quite \$600,000—making a total of \$4,783,238, and I have little doubt that had we to purchase these properties to-day we should find the cost would not be less than \$5,000,000, which figure, I think, may be taken to represent their minimum value. Our indebtedness is a little under \$1,300,000, not in round figures the net assets are \$3,700,000. Our proposal is to issue new capital at \$50 per share, and we propose launching this issue on 31st December next. You may possibly ask how it is the Board have decided upon this re-arrangement of the Company's finances rather than issue new Debentures. Our reasons are that we could not renew the Debentures at 55 per cent, and possibly even at 4 per cent, and as the difference between 55 per cent and 4 per cent on \$800,000 is only \$32,000, we consider the saving insufficient to justify locking up the property by a mortgage deed, especially so in view of the important changes that must take place at the expiration of the Railway, as seems hopeful, become an accomplished fact.

I beg to propose the following resolutions:

1. That the Capital of the Company be increased from \$1,500,000 to \$5,000,000 by the creation of 10,000 new shares of \$50 each.

2. That such new shares be issued at a premium of \$50 per share and be offered to those persons who are registered as shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares now held by them on 1st October 1904.

3. That the amount due for the new shares be called up on 31st December, 1904.

Mr. Hough seconded and the motions were carried unanimously.

The Chairman—Thank you for your attendance, gentlemen. There will be a preliminary meeting held to confirm these resolutions.

One hundred and eighty miles north-west of Bulawayo is a coalfield 4'0 square miles in extent, and in many places only 40ft. below the surface.

Wages are very low in Spain. Farm laborers get about 6s a week. The women who work in vineyards do not get more than 7s 10 for 10 hours' work.

THE KWANGSI REBELLION.

Another City Raided.

A Canton despatch states that on the 4th inst., as a large band of Kwangsi insurgents were passing the city of Tienchiangshien on their way southwards from Ching-yuanfu, en route to Suifu, the officials of Tienchiangshien were so completely taken by surprise that they had no time even to about the city gates. The consequences were that the insurgents poured into the city without restriction, and there being no resistance no blood was shed, the insurgents contenting themselves with only taking possession of whatever caught their fancy and then leaving the place to the Chinese. The city was in the hands of the rebels for some time, but they have since been driven out. The Government troops made no pursuit, although there were said to be nearly 3,000 of them within ten miles of the scene of the insurgent depredations.

INQUESTS THIS AFTERNOON.

A Tram Accident.

An inquiry was held at the Magistracy this afternoon into the circumstances surrounding the death of a Chinaman named Lan Luk. Mr. H. H. J. Gompertz presided. Messrs. F. E. Georg, T. Focke, and J. B. Scott were sworn as jurors.

A Chinese motor-man stated that as the car of which he was in charge (No. 18) was near Wilmer Street, about 11.55 a.m., on the 21st instant, going East, he saw another car coming towards him. A Chinaman was standing on the line on which the other car was advancing and on its approach he shifted on to the track in front of witness.

The man had a pick in his hand. Witness rang his bell and put on the brake, but before the car could be stopped it struck the pick the man was carrying and the collision knocked the man down. Witness put the brake on at once when he saw the man on the track and reversed the motor but could not pull up in time to avoid a collision. The car travelled about half a yard after striking the man.

The ticket collector engaged on car No. 18 gave corroborative evidence. Madame Gresson, who was a passenger by the car, said that she witnessed the accident. There were several men on the line when the conductor first rang his bell and they all moved off but the deceased, the bell was rung repeatedly, and the driver applied the brake, but before the car came to a standstill it struck the man. Witness did not wait to see the accident and turned her head away.

Dr. Laing, assistant superintendent of the Government Civil Hospital, said that the deceased was admitted to the Hospital on the 21st instant. He was bleeding from the left ear and had two small wounds on the forehead. He was found on the 21st instant, and was due to a fracture of the skull and hemorrhage on the brain.

Indian Constable 605 stated that he conveyed the body from the scene of the accident to the hospital.

A Chinese foreman employed by the Electric Tramway Company, stated that the deceased was, at the time of his death, working for the Company, under him. The deceased was an old man.

George Glendening, Inspector employed by the Tramway Company, said that he was running at the rate of ten miles an hour when he pulled up in 10 yards. To do this it would be necessary to reverse the motor and apply the brake.

By a Juror. The average speed of the cars was ten miles an hour. The Jury, without retiring, returned a verdict of accidental death.

A Fatal Collapse.

A second inquiry was held by Mr. H. H. J. Gompertz and the same Jury concerning the death of a Chinese woman named Chan Sze, aged 39, who was killed in the collapse of a house at No. 1 Ping On Lane during the recent typhoon, in the early morning of August 24th.

Mr. Hunter was the first witness, and stated that on August 25 he examined the body of the deceased. He subsequently held a post mortem examination on the body and found that death had been caused by suffocation.

Chun Ko, a scaffold builder, said that he slept on the first floor of No. 1 Ping On Lane on the night of August 24th. Between 5 and 6 o'clock next morning the house collapsed, and witness who had made a push to get out, was caught under some of the ruins and crawled out. Two other men slept on the same floor and they both escaped, one with slight injuries.

Witness' room-mates were called, and substantiated his statement.

Sergeant Garrod stated that at about 6.35 he heard a rumbling noise in the direction of Ping On Lane. He saw the house tumble down and walked in amongst the debris and called out in Chinese, 'Are anyone here?' Some one replied 'Yes,' and a little later a Chinaman made his way out of the ruins. A party of firemen came on the scene about 7 o'clock and after clearing away the debris found the body of the deceased.

To the Jury—The house was a very old one and witness had noticed a crack in one of its walls some time previously. The Police Constable 130 gave evidence of having seen the body of the deceased under the ruins. She was quite dead at the time and the body was identified by a man who described himself as her son.

Building Inspector J. Hutchings produced a photo of No. 1 Ping On Lane taken after the collapse. He visited the place on the morning previous to the collapse. It appeared to be in a very old house and was built of soft bricks, similar to those used in many old houses in the City. He could not point out any structural defects. If he had been sent to inspect the house prior to the collapse he might have condemned it.

To the Jury—If he was instructed to inspect the houses in Hongkong over 20 years ago, he would condemn about half of them. There had been nine cases of collapse of exterior walls during the last typhoon in this district. The houses here were condemned were dangerous in rough weather. The houses, if they existed in an ordinary city in England, would be condemned. They would not, however, be allowed to be built in England. Given weather like that experienced last week they were dangerous.

To the Jury—The house in question was not when it was built, as dangerous as there is in the City. In half the houses there in the city, over ten years old, there were small cracks in the exterior walls. Small cracks would not necessarily render a house dangerous. The jury returned a verdict of accidental death.

WEATHER REPORT.

The following reports issued by the Hongkong Observatory:—
On the 31st at 11.30 a.m. The barometer has risen throughout China and in the Philippines, but more particularly in Formosa, and has fallen in S.W. Japan.

The typhoon is approaching the eastern coast of Shikoku, moving towards the N.N.E. Gradients are slight on the China Coast, but heavy rain may be expected in the Fuzhou Channel, the depression there having been entirely filled up. Fresh S.W. monsoon prevails in the China Sea.

Forecast.—Moderate S.W. winds, cloudy, fair.

Presses were first created in Japan in 1894. There are already 775, including 11 presses, 34 machines, 22 counts, and 363 viscousities.

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GYMKHANA NOTES.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

Named	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP, Via S. PANG, CUBO AND PORT SAID	Jada	About 2nd September	Freight and Passage.
YAMA, VIA SHAL MOUL & KOBH (passing through the INLAND SEA)	Japan	About 3rd September	Freight and Passage.
KOBE	Nankin	About 4th September	Freight only.
SHANGHAI	Bengal	About 8th September	Freight and Passage.
LONDON, &c.	Chow	Noon, 10th September	See Special Advertisement

For further Particulars, apply to **E. A. HEWETT, Superintendent.**
P. & O. S. N. Co.'s Office, Hongkong, August 29, 1904.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.
Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots. Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
R.M.S. EMPRESS OF JAPAN	6000	WEDNESDAY, Sept. 21, 1904.	
R.M.S. ATHLETIC	3882	WEDNESDAY, Oct. 12.	
R.M.S. EMPRESS OF CHINA	6000	TUESDAY, Oct. 19.	
R.M.S. TARTAN	4425	WEDNESDAY, Nov. 2.	
R.M.S. EMPRESS OF INDIA	6000	WEDNESDAY, Nov. 10.	

Hongkong to London, 1st Class, via St. Lawrence £80. via New York £62. Intermediate on Steamers, £40. " " £42.

THE magnificent "EMPEROR" STEAMSHIPS, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B. C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Rates of Freight and Passage, apply to **D. W. CHADDOCK, Acting General Agent,** 41, Queen's Road, Hongkong, August 10, 1904.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, VIA INLAND SEA OF JAPAN, PORTLAND, OREGON, MOUL, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE **OREGON RAILROAD & NAVIGATION CO.**

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
ARACONIA	5198	SCHULTZ	Sept. 14, 1904.
NUMANTIA	4570	—	Oct. 10, 1904.
NICOMEDIA	4370	WAGNER	Oct. 27, 1904.
ARABIA	4483	BAILE	Nov. 19, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, August 30, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
TAMUL, Via SWATOW AND AMOY,	—	M. STRUYE, Capt. T. BRANDT,	SUNDAY, 4th Sept., at 10 a.m.
ANPING, Via SWATOW AND AMOY,	—	PROVIDENCE, Capt. K. KORHOLMEN,	WEDNESDAY, Sept. 7, at 10 a.m.
TAMUL, Via SWATOW AND AMOY,	—	PRITHOF, Capt. H. A. HANSEN,	SUNDAY, 11th Sept., at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Service. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 4, Des Vaux Road Central.

T. ARIMA, Manager.
Hongkong, August 30, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH **NORTHERN PACIFIC RAILWAY CO.**

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
PERIADES	3753	Purinton	September 17.
SHAWMUT	3606	W. M. Smith	September 24.
TREMONT	3606	T. W. Garlick	October 1.

† Cargo only.

FOR MANILA.
The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT..... 3606 tons | Capt. T. W. Garlick | About 24th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw S.S. Shawmut and Tremont have just been fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply to **Dodwell & Co., Limited, GENERAL AGENTS,** Queen's Buildings, Hongkong, August 30, 1904.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	TELEMACHUS	3rd September.
GLASGOW AND LIVERPOOL	PATROCLES	4th September.
GLASGOW AND LIVERPOOL	PINGUEY	17th September.
GLASGOW AND LIVERPOOL	ACHILLES	24th September.
GLASGOW AND LIVERPOOL	DEUCALION	1st October.
GLASGOW AND LIVERPOOL	ULYSSES	8th October.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	13th September.
* GENOA, MARSEILLES & LIVERPOOL	IDOMENEUS	22nd September.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	27th September.
LONDON, AMSTERDAM & ANTWERP	PATROCLES	11th October.
* GENOA, MARSEILLES & LIVERPOOL	ALCIBIOUS	22nd October.
LONDON, AMSTERDAM & ANTWERP	PINGUEY	25th October.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA NAGASAKI, KOBE & YOKOHAMA	TELEMACHUS	7th September.
	DEUCALION	3rd October.

For Freight, apply to **BUTTERFIELD & SWIRE, Agents.**
Hongkong, August 31, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
CEBU AND ILOILO	SUNGKIAN	2nd September.
KOBE	CHANGHIA	2nd September.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	CHANGHIA	16th September.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, AGENTS.**
Hongkong, August 30, 1904.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	R. W. Almond	Manila Direct	Sept. 3, at 10 a.m.
ZAFIRO	2540	R. Rodger	Manila Direct	Sept. 17, at 10 a.m.

For Freight or Passage, apply to **Shewan, Tomes & Co., General Managers.**
Hongkong, August 30, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT (or via CHIN-WAN-TAO or CHEFOO) to DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks:—

S.S.	Captain
SWANLEY	J. P. DAWSON
COURTFIELD	J. W. MARTIN
ORANLEY	W. E. STEELE
IKBAL	M. ROBERTSON
ASCOT	C. E. COX
TWEEDDALE	T. M. MILNE
LOTHIAN	E. S. FRANK
LOTHIAN	E. S. FRANK

The next departure will be the S.S. **LOTHIAN**, sailing from here on or about 5th September, taking Cargo for DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN.

For Freight, apply to **GIBB, LIVINGSTON & CO., Agents.**
Hongkong, August 31, 1904.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TAINIA, &c.)

THE Steamship **MAORU** will be despatched for the above Ports on SATURDAY, the 17th September, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to **GIBB, LIVINGSTON & CO., Agents.**
Hongkong, August 30, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	TO SAIL
ATHOLL	About Sept. 20.
MAODUFF	About Sept. 27.
SAGAMI	About Oct. 8.

For Freight and further information, Apply to **DODWELL & CO., LTD., Agents.**
Hongkong, August 30, 1904.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, Reprinted from "The China Mail," WITH AN APPENDIX.

To be had at the OFFICE of THE PAPER, Messrs. KELLY & WALKER, Ltd., And Messrs. W. BARNES & CO. Price, 30 Cents.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

THE Company's Steamship **HAICHING**, Captain HONORS, will be despatched for the above Port on THURSDAY, the 1st September, at Noon.

For Freight or Passage, apply to **DOUGLAS LARRAK & Co., General Managers.**
Hongkong, August 30, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship **EPSOM**, Captain J. Cox, will be despatched for the above Port on or about SATURDAY, the 3rd September.

To be followed by the Steamship **CLAYBURN**, on or about TUESDAY, 18th October.

For Freight, apply to **SHEWAN, TOMES & CO., General Agents.**
Hongkong, August 24, 1904.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship **PALAMCOTTA**, Captain WINDHAM, will be despatched as above on TUESDAY, the 6th September, at Daylight.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., Agents.**
Hongkong, August 30, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

Also PORTS OF BRAZIL & RIVER PLATE.

ON TUESDAY, the 6th September, 1904, at 1 p.m., the Company's Steamship **MANOHE**, Captain MOURAUX, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for Marseilles, via Suez, Call, transshipping Passengers and Cargo at Saigon to S. S. **Polynésie**.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Office will be granted till Noon only on Monday, the 5th September, Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, August 23, 1904.

STEAMSHIP SERVICE TO NEW YORK, VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship **HUDSON**, will be despatched on or about THURSDAY, the 15th September, 1904.

For Freight or further information, Apply to **STANDARD OIL COMPANY OF NEW YORK,** Oriental Freight Department.
Hongkong, August 12, 1904.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship **EASTERN**, Captain McARTHUR, will be despatched as above on THURSDAY, the 17th September, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Passage, apply to **GIBB, LIVINGSTON & Co., Agents.**
Hongkong, August 27, 1904.

HONGKONG-MACAO LINE.

S. S. "WING CHAI," CAPTAIN SAMUEL BELL SMITH.

DEPARTURE from HONGKONG on week days at 7.30 a.m.; Excursion on Sun. days at 8.30 a.m.; from MACAO week days at about 9 p.m.; Sundays at about 7.30 p.m.

Fare (week days) 1st Class (including cabin and servant) \$3. Return Ticket \$6. 2nd class \$1. 3rd " 50 Cents.

On excursion Sundays 1st, 2nd, 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket, including ticket and dinner at about 9 p.m. on Sunday at about 7.30 p.m. On Sunday, \$5 extra will be charged for each cabin which has accommodation for 2 or more passengers.

What?—At the Western end of Wing Lok Street.

The steamer runs an excursion trip every Sunday. It takes only 64 hours to reach Macao.

MING ON & CO., 2nd Floor, 15, Victoria Street, Hongkong, September 7, 1903.

Shipping.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship **YUENSANG**, Captain MITCHELL, will be despatched as above on FRIDAY, the 2nd September, at 4 p.m.

This Steamer has superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., General Managers.**
Hongkong, August 29, 1904.

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship **MERIONETHSHIRE**, Captain G. C. CONY, will be despatched for the above ports on or about WEDNESDAY, the 7th September.

This Steamer has Superior Accommodation for Saloon Passengers.

For Freight or Passage, apply to **SHEWAN, TOMES & CO., Agents.**
Hongkong, August 11, 1904.

"BEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship **BEAUFORT**, Captain THOMSON, will be despatched as above on or about WEDNESDAY, the 7th September.

For Freight or Passage, apply to **GIBB, LIVINGSTON & Co., Agents.**
Hongkong, August 22, 1904.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship **CHUSAN**, Captain A. THOMSON, carrying the Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 10th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. **Marmora**, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. **Oriental**, due in London on the 23rd October, 1904.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to **E. A. HEWETT, Superintendent.**
Hongkong, August 29, 1904.

STEAM TO CANTON.

THE new Twin Screw Steel Steamers **KWONG CHOW**, 1,309 tons, Captain J. P. MARTIN, **KWONG TUNG**, 1,238 tons, Captain H. W. WALKER, leave HONGKONG for CANTON at 8.30 Every Evening (Saturday excepted). Leave CANTON for HONGKONG about 5 o'clock Every Evening (Sunday excepted).

These fine new Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey—\$4.00 Meals " " " " \$1.00 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHU ON S.S. CO., LTD., AND **YUEN ON S.S. CO., LTD.,** No. 8, QUEEN'S ROAD WEST, Hongkong, February 18, 1904.

THE COMMERCIAL LAW AFFECTING CHINESE.

With Special Reference to **PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.** (Reprinted from the China Mail.)

For Sale at the China Mail Office, Price \$1.00.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the "CHINA MAIL."

Price Fifty Cents.

To be had at the "China Mail Office," 5 Wyndham Street.

A RAMBLE THROUGH SOUTHERN FORMOSA.

By G. TAYLOR, J. M. Customs.

With Woodcuts.

(Reprinted from the China Mail.)

One of the Best Sketches of Formosa Ever written.

Price \$1.00.

China Mail Office, 5 Wyndham Street, Hongkong.

Notices to Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship **Dippon**, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk by the Hongkong and Shanghai Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 4th of September, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godown after the 4th of September, will be subject to rent.

Bills of Lading will be countersigned by **SANDER, WHEELER & Co., Agents.**
Hongkong, August 29, 1904.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER CHUSAN.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—From London, &c., via S. S. **Himalaya**. From Penang, &c., via S. S. **B. I. S. N.** and B. and P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before Noon To-day.

Goods not cleared by the 2nd September, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, August 27, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship **Kunwang**, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 31st inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO., General Managers.**
Hongkong, August 29, 1904.

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

\$17 per Annum (including Postage). "CHINA MAIL" OFFICE, 5, WYNDHAM STREET, HONGKONG.

'SIR ROBERT HART'S MEMORANDUM.'

A Series of Articles on Sir ROBERT HART'S SCHEMES for the Improvement of China.

Reprinted from the China Mail. To be had in pamphlet form at this Office.

Price 50 Cents.

Hongkong, July 4, 1904.

Bangkok Times.

THE LEADING NEWSPAPER IN SIAM.

And widely circulated in Malaya, Ceylon, China, the Straits Settlements, and Burma.

A Daily Newspaper with a weekly Mail Edition (30 pp.) Subscription, DAILY (postage extra) Ths. 40 a year.

Weekly Advertising postage, 25 p. ADVERTISING RATES: First (6 lines), Ths. 2, and insertion, 6 Cents a line; 50, three times; Ths. 6 Cents a week; Ths. 18 Cents a month; subsequent months, Ths. 2 Cents a week.

A unique feature of the "Bangkok Times" is its Business version. Thus the advertiser is enabled to talk as he were with the Siammer in Chinese, English, or French, knowing one word of it, and the Bangkok Times' going the explanation required.

Literary communications should be addressed to the "Editor," Bangkok, and communications to the "Manager," Bangkok, and Post Office, Bangkok, in the case of the "Bangkok Times" in the case of the "Bangkok Times."

Orders booked by Messrs. Messrs. Messrs.

Vessels Advertised as Loading.

...and the fact that the *in vitro* and *in vivo* results are in good agreement.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports	Eastern (s).....	Gibb, Livingston & Co.	Sept. 17, at Noon.
Australian Ports	Chungsha (s).....	Butterfield & Swire.....	September 18.
Amoy, Swatow, Rangoon	Palanocotta (s).....	Jardine, Matheson & Co.	Sept. 6, Daylight.
Cebu & Iloilo	Surgaklang (s).....	Butterfield & Swire.....	September 2.
Genoa, Mars, L'pool	Idonemous (s).....	Butterfield & Swire.....	September 22.
Genoa, Mars, L'pool	Aldous (s).....	Butterfield & Swire.....	October 22.
Harve, L'pool & A'orp	Merionethshire (s).....	Shewan, Tomes & Co.	About Sept. 7.
Japan via Shanghai.....	Tijpana (s).....	Java-China-Japan Lijp.....	1st half of Sept.
Java Ports.....	Tijmah (s).....	Java-China-Japan Lijp.....	1st half of Sept.
Kobe	Changsha (s).....	Du-terfield & Swire.....	September 2.
Kobe	Nankin (s).....	P. & O. S. N. Co.....	About Sept. 4.
L'don, Am'dam, A'orp	Glydeus (s).....	Butterfield & Swire.....	Sept. 13.
L'don, Am'dam, A'orp	Thracian (s).....	Butterfield & Swire.....	September 27.
L'don, Am'dam, A'orp	Patroclus (s).....	Butterfield & Swire.....	October 11.
L'don, Am'dam, A'orp	Pinguey (s).....	Butterfield & Swire.....	October 25.
London, &c.....	Ohusan (s).....	P. & O. S. N. Co.....	Sept. 10, at Noon.
London, Antwerp, &c.....	Java (s).....	P. & O. S. N. Co.....	About Sept. 2.
London & Antwerp	Bevorlich (s).....	Gibb, Livingston & Co.	About Sept. 7.
Marseilles via Saigon	Manche (s).....	Messageries Maritimes.....	Sept. 6, at 1 p.m.
Manila	Eastern (s).....	Gibb, Livingston & Co.	Sept. 17, at Noon.
Manila	Rubi (s).....	Doddwell & Co. Limited.....	About Sept. 10.
Manila	Zafro (s).....	Shewan, Tomes & Co.	Sept. 3, at 10 a.m.
Manila	Yuanang (s).....	Jardine, Matheson & Co.	Sept. 2, at 4 p.m.
New York v. Suez Canal	Atholl (s).....	Doddwell & Co. Limited.....	About Sept. 20.
New York v. Suez Canal	Madduff (s).....	Doddwell & Co. Ltd.....	About Sept. 27.
New York v. Suez Canal	Sagami (s).....	Doddwell & Co. Limited.....	About October 8.
New York v. Suez Canal	Ercosm (s).....	Shewan, Tomes & Co.	About Sept. 3.
New York v. Suez Canal	Chavarrone (s).....	Shewan, Tomes & Co.	About Oct. 18.
New York v. Suez Canal	Hudson (s).....	Standard Oil Co.....	About Sept. 15.
Shanghai	Bengal (s).....	P. & O. S. N. Co.....	About Sept. 8.
S'pore, Pang, Calcutta	Lightning (s).....	D. Sassoon, Sons & Co.	Sept. 3, at 3 p.m.
S'hai and Portland, Or	Angunia (s).....	Portland & A. S. Co.	Sept. 14.
Shalad and Portland, Or	Nununia (s).....	Portland & A. S. Co.	October 10.
Shalad and Portland, Or	Niomedda (s).....	Portland & A. S. Co.	October 27.
S'tow, Amoy & Tamsui	B. Struve (s).....	Kaika Shoen Kaisha.....	Sept. 7, at 10 a.m.
S'tow, Amoy & Tamsui	Chavarrone (s).....	Kaika Shoen Kaisha.....	Sept. 7, at 10 a.m.
S'tow, Amoy & Tamsui	Freilich (s).....	Kaika Shoen Kaisha.....	Sept. 11, at 10 a.m.
S'tow, Amoy, Fouchou	Haiting (s).....	Douglas Lapaik & Co.	Sept. 1, at Noon.
S'tow, Amoy & Tamsui	Hailoong (s).....	Douglas Lapaik & Co.	Sept. 3, 3 p.m.
Victoria, B.C., Tacoma	Haloddes (s).....	Doddwell & Co. Limited.....	September 17.
Victoria, B.C., Tacoma	Shawmut (s).....	Doddwell & Co. Limited.....	September 24.
Victoria, B.C., Tacoma	Tremont (s).....	Doddwell & Co. Limited.....	October 1.
Vancouver (B.C.), &c.....	Empress of Japan (s).....	Canadian P&O R. Co.	Sept. 21.
Vancouver (B.C.), &c.....	Empress of India (s).....	Canadian P&O R. Co.	Oct. 12.
Vancouver (B.C.), &c.....	Empress of China (s).....	Canadian P&O R. Co.	Oct. 19.
Y'ma, S'hai, Moji, Kobe	Japan (s).....	P. & O. S. N. Co.....	About Sept. 3.

SHARE LIST.—QUOTATIONS.

August 31, 1904.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	\$ 125	all	\$850, ex div.
National Bank of China, Limited ..	19,970	£ 10	£ 8	\$38, buyers
Do.	28,995	£ 10	£ 8	\$38, buyers
Do.	750	£ 1	£ 1	\$10, buyers
FOUNDERS' SHARES.				
Canton Insurance Office Co., Ltd.	10,000	\$ 250	\$ 60	\$210, buyers
China Traders' Insurance Co., Ltd.	24,000	\$ 83.33	\$ 25	\$63
North China Insurance Co., Ltd.	10,000	£ 12	£ 5	£ 7.12, buyers
Union Insurance Society, Ltd.	10,000	\$ 250	\$ 100	\$570, buyers
Yangtze Insurance Association, Ltd.	8,000	\$ 100	\$ 60	\$135
FIRE INSURANCES.				
China Fire Insurance Co., Ltd.	20,000	\$ 100	\$ 20	\$88
Hongkong Fire Insurance Co., Ltd.	8,000	\$ 250	\$ 50	\$310, sales & buyers
DOCKS, ETC.				
H'kong & Whampoa Dock Co. Ltd.	50,000	\$ 50	all	\$227, ex div.
Geo. Fenwick & Co., Limited ..	8,000	\$ 25	\$ 25	\$8, sellers
New Amoy Dock Co., Ltd.	6,000	\$ 60	\$ 60	\$273, sellers
S. C. Farquhar, Boyd & Co. Ltd.	55,700	Tls. 100	Tls. 100	Tls. 172½
FRANCO-CHINESE, ETC.				
Chine and Manille S. S. Co. Ltd.	30,000	\$ 50	\$ 50	\$28, sales & buyers
Donghai Steamship Co., Limited ..	20,000	\$ 60	all	\$35, sales
H.K. C. and M. Steamboat Co., Ltd.	8,000	\$ 15	\$ 16	\$28, buyers
Indo-China S. N. Company, Limited ..	80,000	\$ 10	\$ 11	\$117, sales & buyers
Star Ferry Company, Ltd.	10,000	\$ 10	\$ 10	\$ 82½, buyers
Shell Transport & Trading Co., Ltd.	700,000	£ 1	£ 1	£27, sellers
do. Preference.	100,000	£ 10	£ 10	£28.10